

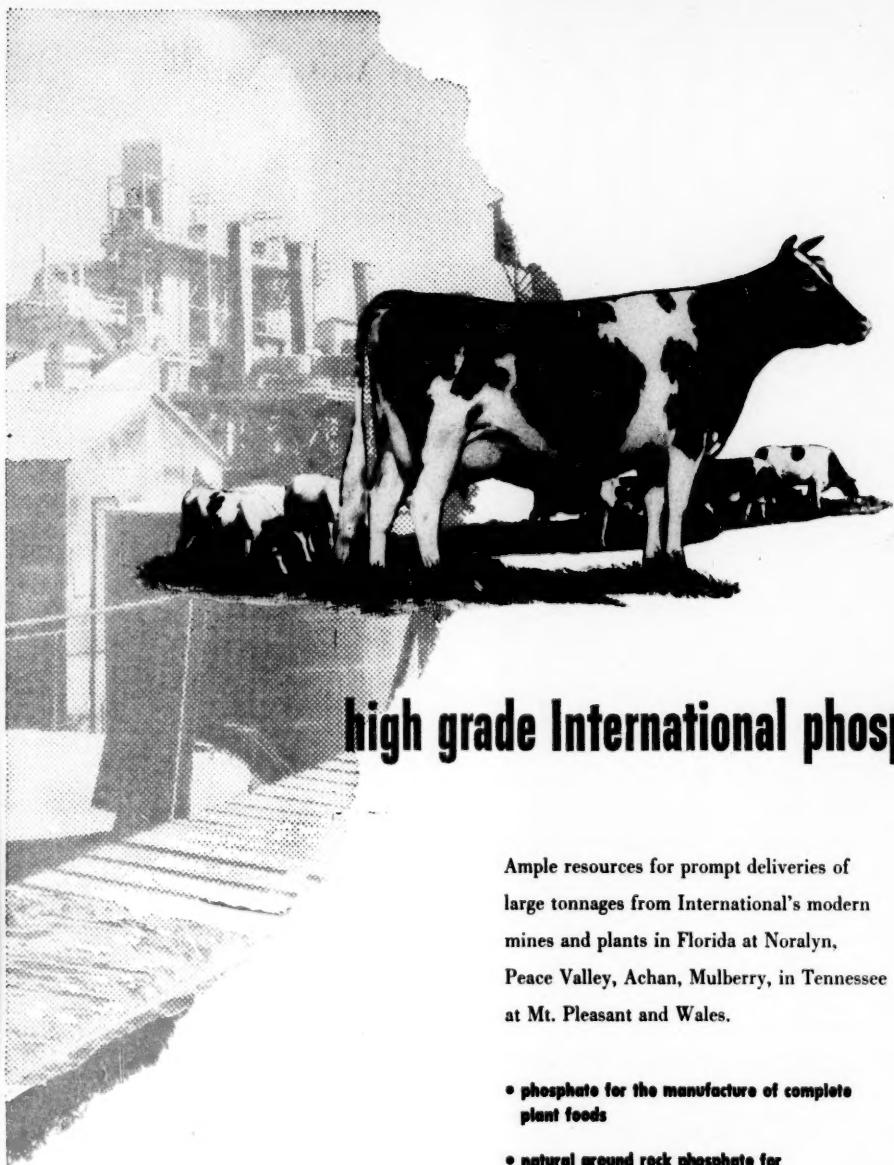
MANUFACTURERS RECORD

THROW THE RASCALS OUT

THE disclosure of wide spread dishonesty and corruption in the Bureau of Internal Revenue and the Department of Justice are much more than a disgrace to the political party in power. Unless public confidence in these administrative branches is restored quickly the domestic welfare of our nation will be placed in serious jeopardy.

Unless collection of individual and corporation income taxes is fair and just, without hint of collusion and corruption, public revolt of tax payers can be expected. The decent citizen and the honest business will rebel, not in a scramble to cheat the Government, but because of lost faith, with its resulting destruction of private morals. The Bureau of Internal Revenue and the Department of Justice should leave nothing undone to remove the tarnish of suspicion from their reputations. Sensibilities of collectors, accountants, and government prosecutors should not be permitted to block the most searching examination and the most sweeping removal of all who cannot serve the Government with undivided interest.

The President, himself, should be jolted out of his apparent complacency to a realization that these scandals can set off a chain reaction leading to disaster.



high grade International phosphates

Ample resources for prompt deliveries of large tonnages from International's modern mines and plants in Florida at Noralyn, Peace Valley, Achan, Mulberry, in Tennessee at Mt. Pleasant and Wales.

- phosphate for the manufacture of complete plant foods
- natural ground rock phosphate for direct application to the soil
- phosphate for the manufacture of industrial chemicals



INTERNATIONAL MINERALS & CHEMICAL CORPORATION

General Offices: 20 North Wacker Drive, Chicago

This advertisement is appearing currently in magazines reaching fertilizer manufacturers

LOOK AT ALL THESE . . .

and all provide absolute control over tonnage handled
in feeding and conveying operations



Small Reagent Feeders—with open or enclosed decks for capacities from 10 to 4000 lbs. per hour.



Spreading Feeders—for distributing materials evenly across wide surfaces.



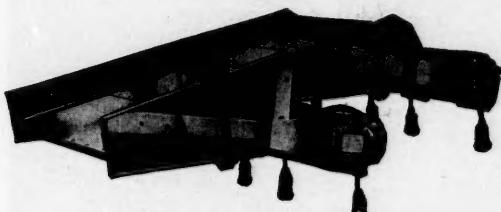
Spark-Proof Feeders (left)—for use in explosive atmospheres or where moisture conditions require special protection of coils.



Dust-Tight Feeders (right) — vibrating motor gaps protected from magnetic dust, or explosive dust.



Water-Jacketed Feeders (left)—for feeding furnaces and dryers, or handling hot material to coolers, etc.

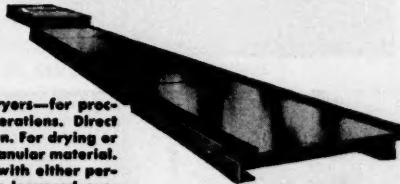


Large Capacity HEAVY DUTY Pan Feeders

Built in a wide range of types and sizes, Jeffrey electric vibrating Feeders and Conveyors provide absolute control over tonnage handled. Open or enclosed pan, or tubular decks, for capacities ranging from a few pounds to fifteen hundred tons per hour. Investigate the accuracy of this equipment.



Conveyors—electric vibrating type. 18" diameter tubular conveyor powered by dust-tight power units for use in iron ore sintering plant.



Coolers-Dryers—for processing operations. Direct type shown. For drying or cooling granular material. Equipped with either perforated or louvered conveying surface through which air or gasses are passed.



Bin Level Indicator (above)—shows bin level at a glance to control feed to bin, maintain bin level or control discharging equipment.



Low Head type Barrel Packer (above)—a real economy in reducing size of containers, increasing capacity and cutting shipping costs. Can be supplied with deck to provide conveying action during packing operations.

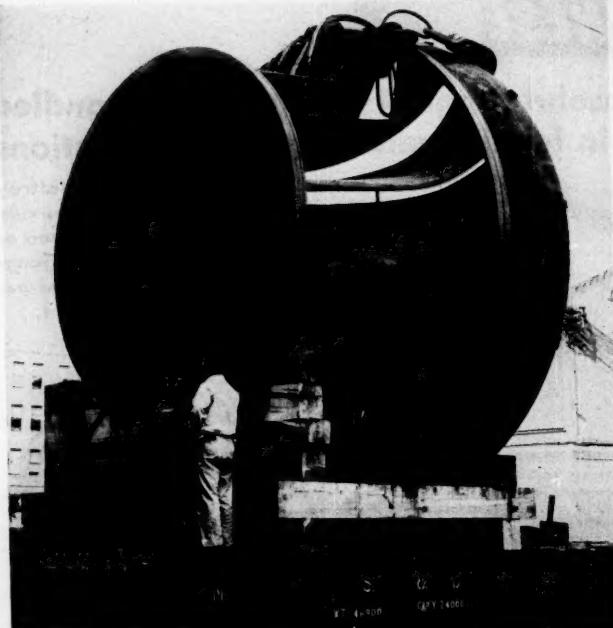
Also electric vibrating Screens, Bin Check Valves, Electronic Controls, Magnetic Separators and Mechanical Vibrating Conveyors. Let us tell you more about these units and what they can do for you. Write us today.

THE JEFFREY
MANUFACTURING COMPANY Established 1877
926 North Fourth St., Columbus 16, Ohio

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Jeffrey Mfg. Co. Ltd., Montreal, Canada			The Gallon Iron Works & Mfg. Co., Gallon and Bucyrus, Ohio			
British Jeffrey-Diamond Ltd., Wakefield, England			The Gallon (Great Britain Ltd.), Wakefield, England			
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The Kilbourne & Jacobs Mfg. Co., Columbus, Ohio						

Complete Line of
Material Handling,
Processing and
Mining Equipment

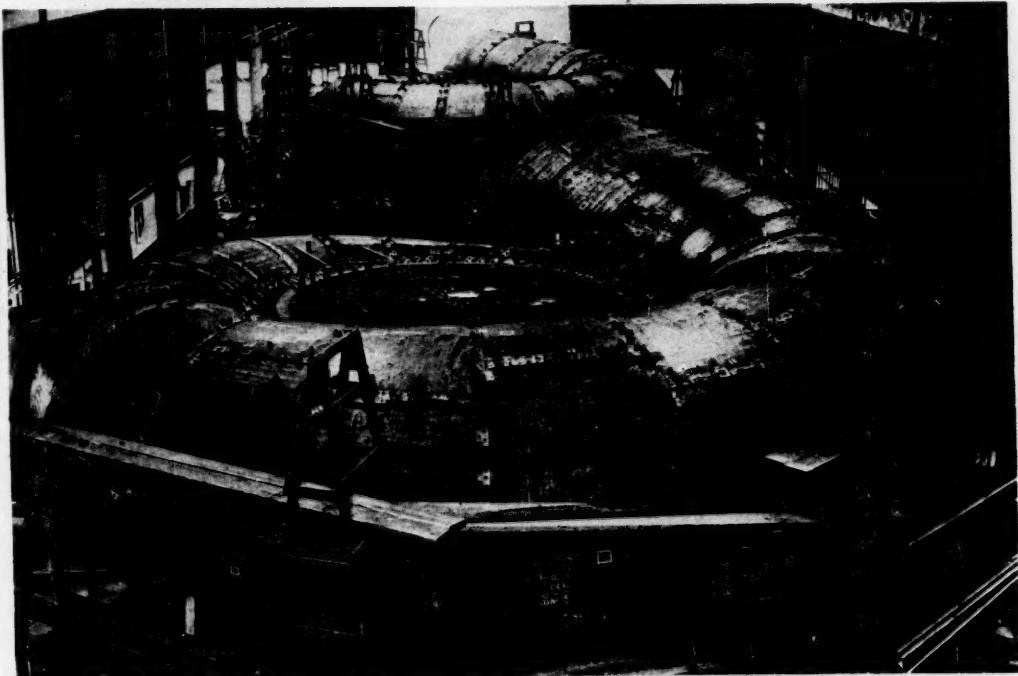




OVER EIGHT MILLION HORSEPOWER

The Newport News Shipbuilding and Dry Dock Company has received orders for the building of hydraulic turbines aggregating a rated output of 8,135,000 horsepower.

RUNNER FOR BUGGS ISLAND DEVELOPMENT



ASSEMBLY OF SPIRAL CASINGS FOR C. J. STRIKE DEVELOPMENT

NEWPORT NEWS
SHIPBUILDING AND DRY DOCK COMPANY
Newport News, Virginia

MANUFACTURERS RECORD FOR

MANUFACTURERS RECORD

ESTABLISHED 1881

Devoted to the Industrial Development of the South and Southwest



Volume 120

December 1951

Number 12

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MANUFACTURERS RECORD PUBLISHING CO.

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Airline*

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in the
TRANSPORTATION SYSTEM
of the
SOUTH.**

Southern Airways offers fast, direct, daily flights from 32 leading cities, of which 12 are served exclusively by Southern.

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systems and methods; designed and built over one billion dollars worth of new plants. EBASCO has developed insurance, pension and safety programs . . . made appraisals . . . sales and marketing studies . . . solved production and plant layout problems and performed many similar services for business and industry throughout the world.

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MANUFACTURERS RECORD FOR

BUSINESS TRENDS

BOOMING BUSINESS BOOSTS SOUTHERN CONFIDENCE

Construction Activity Especially Bright in the Region

"Save those Dixie dollars, Brother, they are at a premium."

This is the way a Southern business man recently expressed his view of the region's prospects.

He was, of course, paraphrasing a current melody that has numerous Southern editors wrinkling their psychological brows in search of cause for its growing popularity.

"Save your Confederate money, the South will rise again." So goes the tune, and, standing alone, it might be pigeonholed as just another of those fad songs that rise and fall.

But along with the singing of this song in an ever rising crescendo there goes also much waving of Confederate flags and proliferous outbursts of rebel yells.

Parades, sports events, and in fact all types of public occasions in the South now call forth the song, the flags and the yells.

Out of the maze of reasons assigned for the fad, it is highly doubtful that any hold sound validity. Certainly the youth of the South feel no urge to secede from the United States as some have suggested.

The real cause is more likely to be deepseated, and probably unrecognized by the participants themselves.

It is far from fantastic to perceive in this spontaneous and unanimous outburst the growth of a new spirit in the South—a spirit of rising confidence and elation.

The flexibility of youthful mentality is quick to sense symptoms of change, even though the real meaning may not be entirely clear.

Accelerated business activity, greatly improved incomes, and better standards of life are apt quickly to stimulate young men and women who are looking forward to life rather than back upon it.

Having heard in years gone by much to the contrary, it would seem that they now have become keenly aware that their native health can do, will do, and is doing.

It is all to the good. It means fewer graduates migrating to seek success. It means retention by the South of its human talent, the Region's most valuable resource.

Business at High Level

Southern confidence, young and older, can draw satisfaction from the present business situation.

Southern business activity, while showing little relative improvement over recent months, continues to keep full pace with the more highly industrialized sections of the Nation.

Totals for the first nine months of 1951 are 12 per cent better in dollar value than for the same period of 1950.

With the general price structure up some 14 per cent, the net result is a 2 per cent lower turnover of goods and services.

This deficit is due entirely to the lower rate of consumer

activity in 1951. In fact, turnover of consumer goods and services, on a physical basis, has been some eight per cent lower for 1951 than for the same period of 1950.

Manufacturing activity, with a physical gain of 10 per cent for 1951 over 1950, assisted by substantially higher mineral output, nearly but not quite offsets the deficit resulting from curtailed consumer expenditure.

Other segments of Southern and National economy are producing in physical volume at about the same rate as last year.

General Situation

As the situation exists today, it presents a finely balanced equilibrium between inflationary and deflationary forces, with future trends completely dependent upon probabilities.

If, on the one hand, the defense program should be substantially stepped up in nearby months, with further curtailment of output of consumer durables; and if resulting shortages should precipitate a new wave of consumer scrambling, inflationary pressures may take the saddle.

If, on the other hand, peace should materialize in Korea, and thereafter the urge to push armament buildup should weaken, it is entirely possible that purchases by both consumers and business would decline in the face of high level production and bulging inventories. The result thereof could be no other than deflationary.

South Displays Strength

The unmistakable fact that the South is holding its economic own, is encouraging on two scores:

In the first place, the region is serving definite notice that its traditional lag-in-boom tendency is at an end.

In the second place, the balanced strength of the Region is accentuated by the fact that some industries have not been faring too well of late.

In both textiles and lumber, for example, new orders have been showing a tendency to lag behind output.

Other branches of manufacturing, however are humoring, with chemicals, petroleum products, pulp and paper, and transportation equipment steadily registering new highs in output.

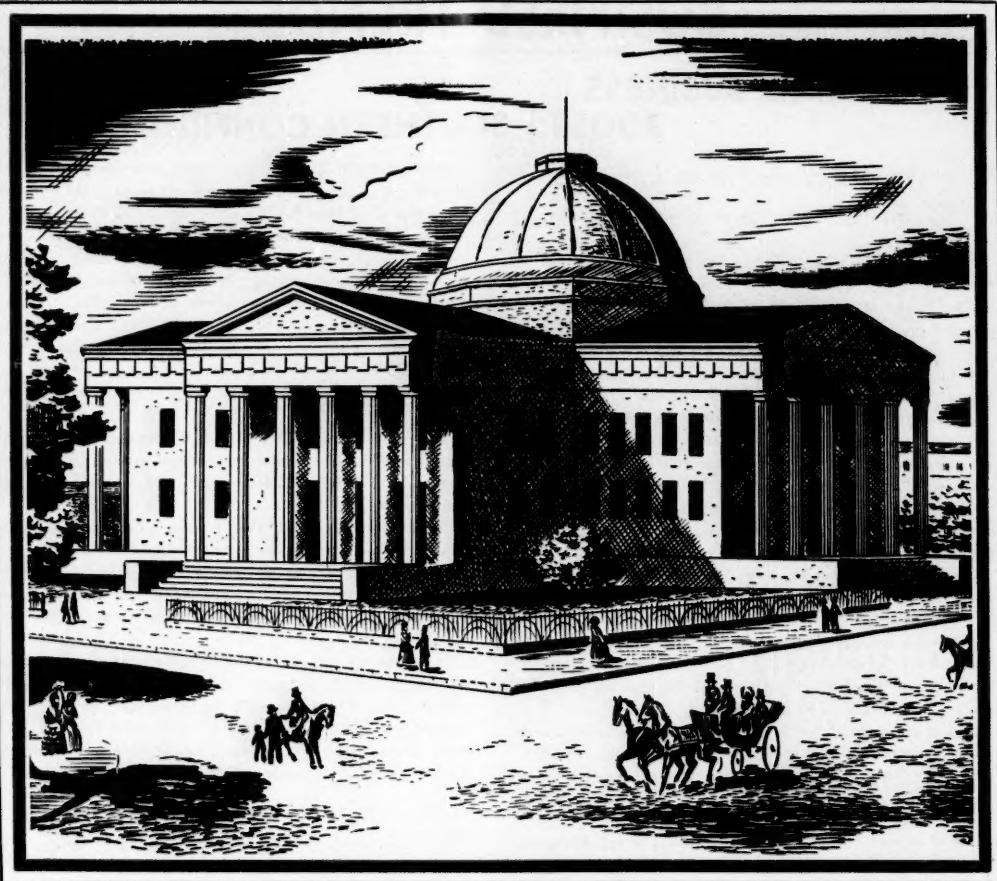
On the whole, the South, for the first nine months of 1951 is slightly behind the United States in gain of manufacturing sales over 1950. For the South, the gain is 25 per cent; for the Nation, 26 per cent.

Compensatingly, however, the South is some three per cent ahead of the Nation in gain of construction activity.

With roughly one-fifth of all construction going into manufacturing structures, it is not difficult to visualize a highly stepped up Southern potential for 1952 and subsequent years.

It does in fact appear to be a very good time right now to "Save those Dixie Dollars," and to plow them back into the fertile soil from which they sprung.

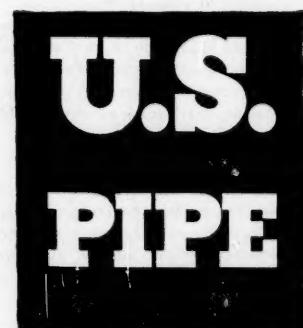
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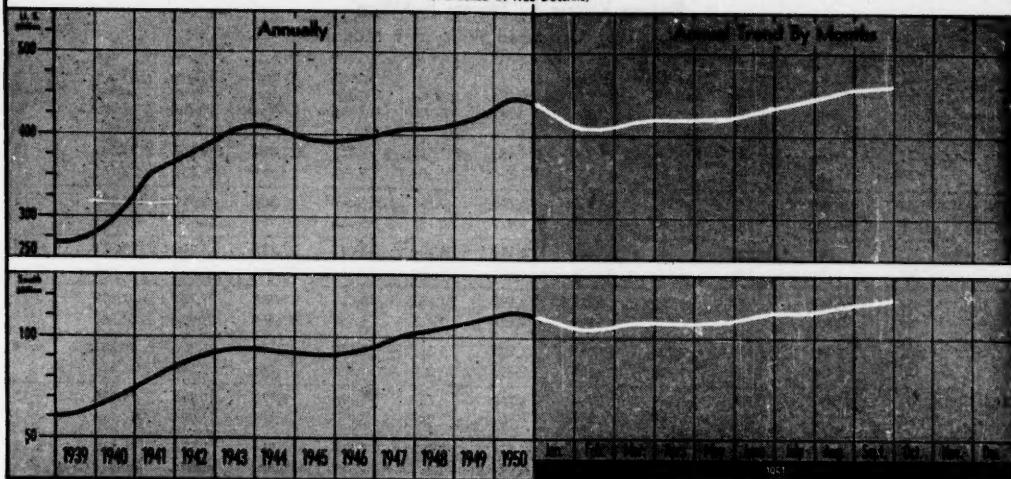
The old courthouse in St. Louis as it looked 100 years ago

St. Louis, Missouri has a cast iron water main in service that was installed more than 100 years ago. That is not surprising as St. Louis is one of our oldest cities, founded by the French and taken over by the U. S. A. with the Louisiana Purchase. Yet this old main is still withstanding the traffic shock and beam stresses imposed by multi-ton trucks and congested underground utility services in a great manufacturing city. More than thirty other American cities have cast iron water and gas mains in service that were installed over a century ago—indisputable testimony to the strength factors of long life inherent in cast iron pipe.

**United States Pipe and Foundry Company,
General Offices, Burlington, N. J. Plants and Sales
Offices Throughout the U. S. A.**



PHYSICAL VOLUME
OF
ALL GOODS TURNED OUT BY PRIVATE ENTERPRISE
(MEASURED IN 1926 DOLLARS)



Trend Indicators

Farm Marketings (\$ Mil.)

	Sept. 1951	Aug. 1951	Sept. 1950
South	\$1,186	\$ 906	\$ 977
Other States	\$2,201	\$2,080	\$1,929
United States	\$3,387	\$2,986	\$2,906

Construction Put in Place (\$ Mil.)

	Sept. 1951	Aug. 1951	Sept. 1950
South	\$ 899	\$ 908	\$ 865
Other States	\$1,898	\$1,902	\$1,950
United States	\$2,797	\$2,810	\$2,815

Mineral Output (\$ Mil.)

	Sept. 1951	Aug. 1951	Sept. 1950
South	\$ 693	\$ 707	\$ 543
Other States	\$ 572	\$ 582	\$ 465
United States	\$1,265	\$1,289	\$1,008

Manufacturer's Sales (\$ Mil.)

	Sept. 1951	Aug. 1951	Sept. 1950
South	\$ 5,153	\$ 5,134	\$ 4,387
Other States	\$18,043	\$17,999	\$15,634
United States	\$23,196	\$23,133	\$20,021

Electric Output (Mil. kw.-hrs.)

	Sept. 1951	Aug. 1951	Sept. 1950
South	11,010	11,793	9,909
Other States	24,286	25,717	22,741
United States	35,296	37,510	32,650

Carloadings (000)

	Sept. 1951	Aug. 1951	Sept. 1950
South	1,372	1,086	1,184
Other States	2,770	2,205	2,433
United States	4,142	3,291	3,617

Bank Debits (\$ Mil.)

	Sept. 1951	Aug. 1951	Sept. 1950
South	\$ 24,187	\$ 24,187	\$ 23,490
Other States	\$ 97,014	\$100,417	\$ 99,819
United States	\$121,201	\$125,291	\$123,219

Retail Sales (\$ Mil.)

	Sept. 1951	Aug. 1951	Sept. 1950
South	\$ 3,597	\$ 3,554	\$ 3,550
Other States	\$ 8,969	\$ 8,815	\$ 9,089
United States	\$12,566	\$12,369	\$12,639

Commodity Prices (1926 = 100)

	Sept. 1951	Aug. 1951	Sept. 1950
U. S. Average	178.0	177.6	169.5

Stock Prices (Ave. 200 Stocks)

	Sept. 1951	Aug. 1951	Sept. 1950
N. Y. Stock Exch.	69.73	70.10	58.87

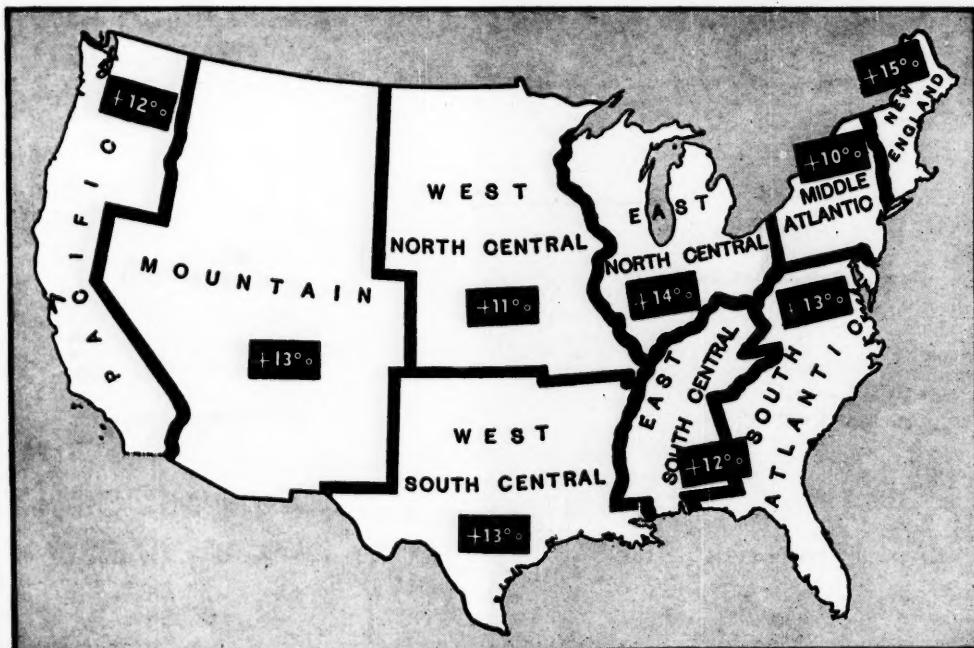
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NATIONAL BUSINESS VOLUME

Business Volume by Regions (\$ Million)
1st 9 Mos. 1951 Compared With 1st 9 Mos. 1950

<i>Region</i>	<i>Farming</i>	<i>Mining</i>	<i>Construction</i>	<i>Manufacturing</i>	<i>Utilities</i>	<i>Finance</i>	<i>Whole-Sale Trade</i>	<i>Retail Trade</i>	<i>Service Trades</i>	<i>Business Volume</i>	<i>%</i>
New Eng.	'51 \$ 656	'50 561	\$ 42	\$ 1,346	\$ 14,920	\$ 1,456	\$ 1,685	\$ 8,409	\$ 7,267	\$ 1,362	\$ 37,143
											+15
Mid. Atl.	'51 1,899	'50 1,621	1,313	4,387	48,740	6,275	6,767	44,067	22,506	6,494	142,448
											+10
E. N. Cen.	'51 5,008	'50 4,196	1,020	4,111	60,560	5,639	4,204	33,897	24,282	4,850	143,571
											+14
W. N. Cen.	'51 6,528	'50 5,420	773	1,756	14,825	2,698	1,863	16,821	10,785	1,751	57,800
											+11
S. Atl.	'51 2,731	'50 2,330	1,129	3,382	19,833	3,200	2,211	12,840	13,199	2,306	60,831
											+13
E. S. Cen.	'51 1,492	'50 1,213	758	1,069	7,874	1,263	767	6,294	5,478	935	25,930
											+12
W. S. Cen.	'51 2,492	'50 2,202	4,205	2,332	12,076	2,436	1,456	9,766	9,364	1,693	45,820
											+13
Mount.	'51 1,528	'50 1,288	1,062	978	3,153	1,081	497	3,242	3,784	673	15,998
											+13
Pacif.	'51 2,393	'50 2,094	1,012	2,728	16,965	2,755	2,286	12,868	11,395	2,899	55,301
											+12
U. S.	'51 24,727	'50 20,925	11,314	22,089	198,946	26,803	21,736	148,204	108,060	22,963	584,842
											+13
%	+ 18	+ 48	+ 12	+ 26	+ 8	+ 7	+ 2	+ 4	+ 8	+ 13	

NATIONAL AVERAGE +13

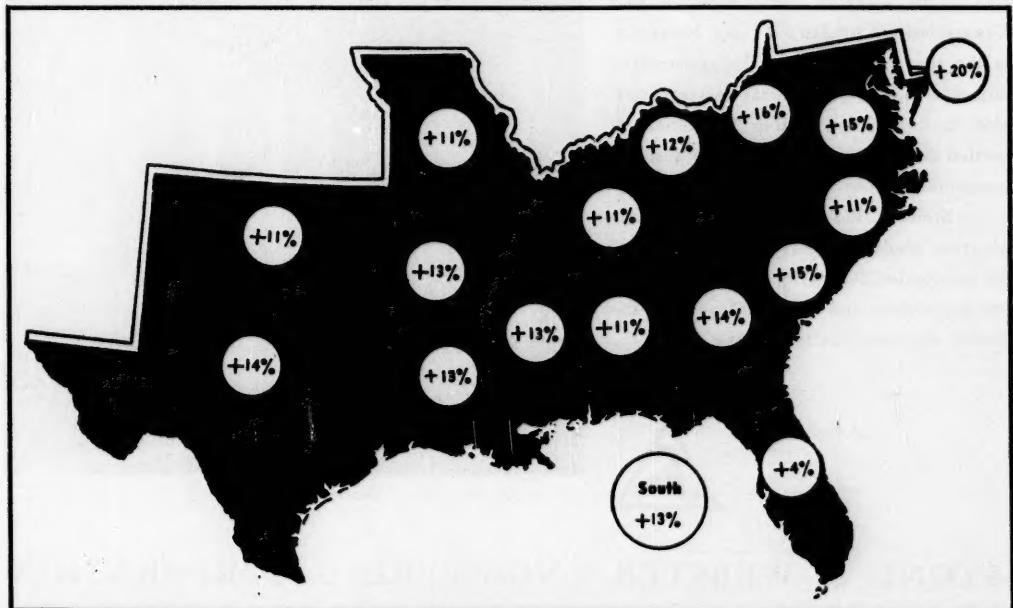


SOUTHERN BUSINESS VOLUME

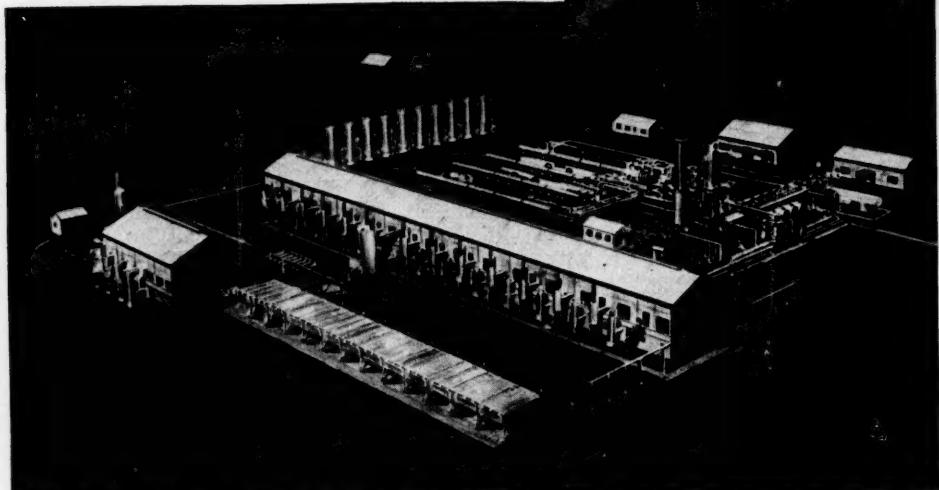
Business Volume by States (\$ Million)

1st 9 Mos. 1951 Compared With 1st. 9 Mos. 1950

State	Farm-ing	Min-ing	Con-struction	Manu-fac-tur-ing	Util-ities	Fi-nance	Whole-sale Trade	Re-tail Trade	Ser-vi-ce Trades	Busi-ness Volume	%
Ala.	'51 \$310	\$119	\$279	\$2,218	\$335	\$210	\$1,218	\$1,356	\$241	\$6,286	+11
	'50 232	86	262	1,836	314	196	1,198	1,294	221	5,639	
Ark.	'51 345	90	212	729	207	94	651	896	129	3,353	+13
	'50 249	59	157	586	192	87	637	877	123	2,967	
D.C.	'51 —	—	242	217	265	309	1,031	1,227	251	3,542	+12
	'50 —	—	200	166	177	256	1,030	1,103	217	3,149	
Fla.	'51 376	63	579	934	432	364	1,716	2,082	353	6,899	+4
	'50 362	44	516	731	409	361	1,813	2,020	369	6,625	
Ga.	'51 528	29	455	2,941	452	295	2,524	1,778	348	9,350	+14
	'50 380	20	376	2,391	411	278	2,370	1,641	318	8,185	
Ky.	'51 467	453	237	2,335	371	182	1,580	1,539	241	7,405	+12
	'50 435	326	208	1,850	351	167	1,629	1,432	222	6,620	
La.	'51 242	613	378	1,999	514	236	1,747	1,471	251	7,451	+13
	'50 199	435	370	1,661	472	204	1,662	1,373	213	6,589	
Md.	'51 256	14	502	3,125	474	367	1,864	1,779	319	8,700	+20
	'50 219	8	495	2,295	446	354	1,587	1,541	298	7,243	
Miss.	'51 314	118	155	818	182	93	739	828	123	3,370	+13
	'50 213	81	136	649	174	84	726	791	117	2,971	
Mo.	'51 959	95	474	4,605	827	641	5,688	2,975	624	16,888	+11
	'50 768	68	430	3,659	745	585	5,580	2,790	537	15,162	
N.C.	'51 597	22	525	5,048	447	265	2,283	1,929	349	11,465	+11
	'50 572	16	411	4,189	388	230	2,372	1,761	317	10,256	
Okla.	'51 452	523	304	1,389	320	215	1,317	1,369	257	6,146	+11
	'50 416	367	250	1,081	295	195	1,340	1,343	241	5,528	
S.C.	'51 310	8	290	2,201	172	102	736	1,119	152	5,090	+15
	'50 233	7	221	1,803	158	97	714	1,054	142	4,429	
Tenn.	'51 401	68	398	2,503	375	282	2,757	1,755	330	8,869	+11
	'50 333	46	348	2,058	345	255	2,571	1,680	314	7,950	
Tex.	'51 1,453	2,979	1,438	7,959	1,395	911	6,051	5,628	1,086	28,870	+14
	'50 1,338	1,919	1,237	6,071	1,372	795	6,146	5,393	964	25,235	
Va.	'51 421	146	529	3,329	523	326	1,575	1,894	326	9,069	+15
	'50 358	100	436	2,646	476	294	1,560	1,722	298	7,890	
W.Va.	'51 146	847	166	1,545	347	117	773	1,093	166	5,200	+16
	'50 128	556	169	1,240	309	109	774	1,050	150	4,485	
South	'51 7,577	6,187	7,163	43,895	7,638	5,009	34,250	30,718	5,516	147,953	+13
	'50 6,435	4,138	6,222	34,912	7,034	4,547	33,709	28,865	5,061	130,923	
%	+17	+49	+15	+25	+8	+10	+1	+6	+9	+13	



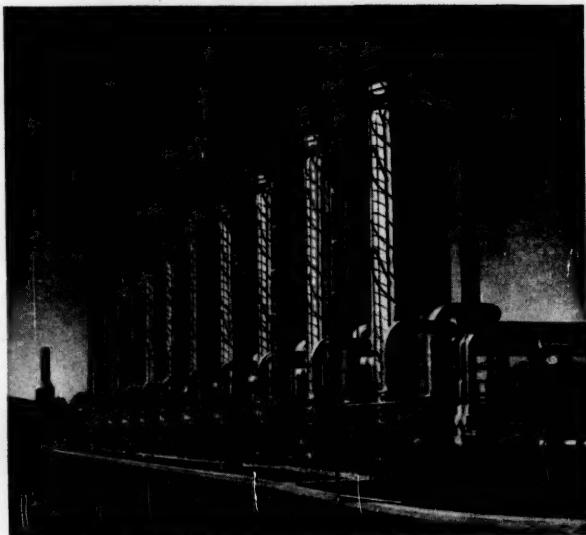
Getting MORE THAN FUEL from PIPELINE GAS



Hydrocarbon Extraction Plant, Tennessee Gas Transmission Company

This plant of the Tennessee Gas Transmission Company at Gabe, Kentucky, is the first of its kind to be constructed adjacent to a major natural gas transmission line, for the further extraction of bottled gas and aviation and motor gasoline components from "dry" pipe line gas.

Stone & Webster Engineering Corporation made a report and appraisal of the economics, feasibility and best location for the project and was employed for the design and construction of the plant.



Battery of Dehydrators

STONE & WEBSTER ENGINEERING CORPORATION
A SUBSIDIARY OF STONE & WEBSTER, INC.

MANUFACTURERS RECORD FOR

NEW AND EXPANDING PLANTS

COMPILED FROM REPORTS PUBLISHED IN THE DAILY CONSTRUCTION BULLETIN

ALABAMA

ALABAMA—Among the coal mining projects authorized by Defense Solid Fuels Administration are: Woodward Iron Co., Mulga, underground development, \$210,000; Tennessee Coal, Iron & Railroad Co., Birmingham, tipple, \$170,000; ventilation fac., \$100,000; coal development, \$16,100,000; Alabama Coal Co., Gorgas new mine, \$550,000; Woodward Iron Co., Woodward, tipple, \$450,000; Tennessee Coal, Iron & Railroad Co., Birmingham, communication project, \$29,000.

ANNISTON—General Electric Co., J. M. Lang, Mgr. Tube Div., Syracuse, N. Y., to construct \$6,000,000 electronics tube plant near Anniston. Atlantic & Co. Assocs., 96 Popular St., N.W., Atlanta, Ga., Archts. Engrs.

BIRMINGHAM—Shaver-Pontiac, Inc., 2222 Sixth Ave., S., plans body shop at 23rd & Sixth Ave., S.

BIRMINGHAM—Star Provision Co., 2327 First Ave., N., to spend \$24,383 for cattle pens. Greer, Holmquist Chambers, Stallings Bldg., Archts.

BIRMINGHAM—Stockham Valve & Fitting Co. plan factory building, 4000 Tenth Ave., N.

BIRMINGHAM—Sunnyland Refining Co. to build buttermilk plant, 32nd St. bet. 10th & 11th Aves., N. Brooke B. Burnham, Stallings Bldg., Archt.

BIRMINGHAM—Trailways Lines plan new depot, cost approx. \$50,000.

FLORIDA—Florida Telephone Co., Inc., plans \$274,214 rural telephone project.

MOBILE—State Docks Terminal Railway, Jerry P. Turner, proposes a 40-mile extension to serve an area N. of Mobile.

POWDERLY—Texas Oil Co. to build Sales Terminal.

REFORM—Westinghouse Electric Corp., Lamp Div., R. W. Doering, Chief Engr., Bloomfield, N. J., plan lamp manufacturing plant.

TALLADEGA—Kold Manufacturing Co., Lansing, Mich., plans establishment of sheet metal plant.

WOODWARD—Woodward Iron Co. plans addition to boiler plant.

ARKANSAS

LITTLE ROCK—Spartan Aircraft Co., Richard H. Rush, 1025 Connecticut Ave., N.W., Washington, D. C., has applied to government for aluminum requirements. Plans expenditure of \$102,000,000 for aluminum, power and carbon plant, also rolling mill.

TEXARKANA—E. A. Stewart Lumber Co., Inc., has \$100,000 RFC Loan.

FLORIDA

FORT LAUDERDALE—Autoyre Co. plans Testing Center, W. Dixie Highway, Robert M. Little & William G. Crawford, 232 S. E. 8th Ave., Archts.

MIAMI—Air-Tr. Systems, Inc., 5534 N.W. 7th Ave., plans office and storage bldg., 3280 S.W. 22nd St., Robert Fitch Smith, 201 Shoreland Bldg., Archt.

ORLANDO—Crown Can Co., J. L. De Holczer, Dist. Mgr., to build addition to its \$1,000,000 can manufacturing plant.

SANFORD—Southern Bell Telephone Co. plans building between French & Laurel Sts., cost approx. \$1,000,000.

WINTER PARK—Winter Park Telephone Co. plans warehouse and addition to telephone exchange building. James Gamble Rogers, II, Archt.

GEORGIA

ATLANTA—Capitol Fish Co., Inc., 777 W. Whitehall St., S.W., plans addition to cold storage plant, cost approx. \$100,000. Moscovitz, Willner & Millkey, 761 Peachtree St., N.E., Archts.

ATLANTA—Consolidated Reclaiming Co. has \$40,000,000 RFC loan.

ATLANTA—Crescent Stages, Inc., Modern Coach Corp. and Smoky Mountain Stages, Inc., propose construction of \$50,000 new motor bus terminal, Spring St. near Cain St.

ATLANTA—Harris Automotive Service plans alterations and additions to building, \$42,872. John Cherry, 1429 Peachtree St., N.E., Archt.

ATLANTA—Overnite Transportation Co., plan motor freight terminal, \$104,622. Greer, Holmquist & Chambers, 202 Stallings Bldg., Brookhaven, Ga., Archts.

ATLANTA—Roadway Express, Inc., plan truck terminal, Armistead & Saggus, 1330 Candler Bldg., Archts.

ATLANTA—Universal Film Exchanges, Ralph E. Weaver, 193 Walton St., N.W., plans film exchange building. George F. Ebeling, Cleveland, Ohio, Archt.

FAIRBURN—Dixie Tallyho, Inc., has \$20,000 RFC loan.

GRIFFIN—Experiment Station, Food Processing Plant proposed. Aeck Associates, 140 Peachtree St., Atlanta, Archts.

KENTUCKY

KENTUCKY—Among the coal mining projects authorized by Defense Solid Fuels Administration are: West Kentucky Coal Co., Inc., Madisonville, tipple, \$11,000; Eastern Coal Corp., Stone, tipple, \$142,579; Alston Coal Co., Centertown, tipple, \$61,910; U.S. Steel Co., Lynch, mine development, \$1,243,500; the Black Mountain Corp., Kenvir, tipple, \$100,000; Colonial Coal Mining Co., Madisonville, mine building, \$19,700; Northeast Kentucky Coal Co., Wurtland, tipple, \$123,000; Enos Coal Mining Co., Enosville, tipple, \$1,200,000; Paradise Collieries, Inc.,

New and Expanding Plants

Reported in November—

169

Total For

First Eleven Months of 1951

2163

First Eleven Months of 1950

2182

SHREVEPORT—Arkansas Louisiana Gas Co. plans 16-mile pipe line from Haynesville to its Columbia Plant at Magnolia, Ark.

SHREVEPORT—Kraft Foods Co., Engineering Dept., 500 Peshtigo Court, Chicago, plans 1-story combination storage warehouse and office building, W. 61st St. and Linwood Ave.

STERLINGTON—Commercial Solvents, New York, plan \$20,000,000 expansion program.

MARYLAND

MARYLAND—Chesapeake & Potomac Telephone Co. of Baltimore, Board of Directors, approved expenditure of \$4,592,000 for improvements and expansions; including \$1,831,000 for additional facilities in Silver Spring and Hyattsville; \$1,222,000 for dial equipment in Essex.

BALTIMORE—Baltimore & Ohio Railroad ordered 100,000 tons steel rail from the Inland Steel Co. and Carnegie Illinois Co. and The Inland Steel Co.

BALTIMORE—Cloverland Farms Dairy plan \$50,000 office building, 2200 N. Monroe St. Francis J. Thuman, 11 E. Lexington St., Archt.

BALTIMORE—Davison Chemical Corp., R. L. Hockley, Exec. Vice Pres. granted certificate of necessity by NPA for plant to reconstruct existing facility and for production of triple super-phosphate.

BALTIMORE—Fidelity Construction Co., Munsey Bldg., plans office and storage building, 2867 W. Franklin St., \$34,000.

BALTIMORE—P. Fred Obrecht, 4101 E. Monument St., plans \$35,000 storage building, 5700-5800 Erdman Ave.

BALTIMORE—J. Reicher & Son, 817 N. Charles St., plans office and warehouse, 4610-12 Harford Road.

BALTIMORE—Western Maryland Railway proposes bond issue of \$13,950,000.

BALTIMORE COUNTY—F. C. Cook & Co., Munsey Bldg., Baltimore, plans office and warehouse, Charles St. near McKim Ave., Woodbrook.

MIDDLE RIVER—Glenn L. Martin Co., 1301 St. Paul St., Baltimore, Archt's.

PORT COVINGTON—Western Maryland Railway to make pier extension, est. cost \$1,500,000.

ROCKVILLE—Washington Gas Light Co., Washington, D. C., to erect office and control building.

SALISBURY—Wayne Pump Co., Fort Wayne, Ind., have stockholders approval for merger with Martin & Schwartz, Inc.

MISSISSIPPI

ABERDEEN—Board of Supervisors of Monroe County approved \$2,600,000 bond issue for location of a Textron Mississippi, Inc. fabric plant.

BONNETTIE—City plans new factory to house Hospital Liquids, Inc. B. A. Endriss, Jr., National Bank of Commerce Bldg., Corinth, Archt.

CLEVELAND—Mississippi Power & Light Co., R. B. Wilson, Vice-Pres., plan a new 210,000 kilowatt steam electric generating station.

CORINTH—Mayor & Board of Aldermen of Corinth considering change in addition to Weaver Pants Corporation building.

HATTIESBURG—Poultry Processing Plant, c/o Marcus London, Trustee, to erect \$119,911 plant, Landry & Matthes, 214 W. Pine St., Archts.

LUCEDALE—Board of Supervisors of George County erecting new wirebound box manufacturing building for lease to Great Southern Box Co., Inc., \$348,077.

MERIDIAN—City Council voted \$6,500,000 bond issue for new factory, to be leased to Textron Mississippi, Inc.

PHILADELPHIA—Sunrise Feed & Fertilizer Co., Inc., has RFC loan of \$80,000.

MISSOURI

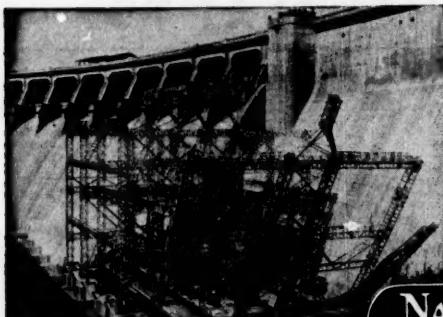
CLAYTON—Barford Chevrolet Co., W. R. Willis, Pres., 7 N. Bernstein, plans auto sales and garage bldg., Gay Ave. & Ladue Road.

ST. LOUIS—Beckemeier-Jansen Lumber Co., 3301 N. Hall, plans two lumber storage buildings, cost approx. \$35,000.

ST. LOUIS—Central Wire & Iron Co., Philip Kessler, 2325 O'Fallon, to construct warehouse and office, 830 Old Hwy. Steffens-Widmann & Co., 3433 Nebraska, Archts.

ST. LOUIS—H. & L. Venetian Blind Service Co., Inc., has \$30,000 RFC loan.

(Continued on page 14)



THE Nashville Bridge Company will gladly quote on structural steel requirements anywhere in the South and Southwest. Our skill in the fabrication and erection of intricate steel structures is well-known. We are particularly qualified to supply the Power Distributing Industries with transmission towers and switchyard structures; hot-dip galvanized after fabrication. Fabrication and erection of both steel and machinery for movable type bridges is a specialty. Look to Nashville for simple steel requirements as well as intricate structural jobs.

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NASHVILLE BRIDGE COMPANY
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NEW AND EXPANDING PLANTS

(Continued from page 13)

ST. LOUIS—Lehmann Machine Co., 3560 Chouteau Ave., plan warehouse, 3545-54.

ST. LOUIS—Pevely Dairy Co., 1101 S. Grand Blvd., plan truck storage shelter, to cost \$24,800.

ST. LOUIS—Robertshaw-Fulton Controls Co., John A. Robertshaw, Pres., Greensboro, Pa., acquired 22 acres for erection of plant.

ST. LOUIS—Sanitary Equipment Manufacturing Co., Inc., 1000 Olive St., locates.

ST. LOUIS—Southwestern Bell Telephone Co., G. J. Vende Steeg, Chief Engr., 1010 Pine St., to erect Telephone Exchange, 2651 Olive St., Clarence E. Overback, Archt.

ST. LOUIS—Southwestern Bell Telephone Co., G. J. Vende Steeg, Chief Engr., 1010 Pine St., to erect Tower Dial Building, N.E. cor. Duke Ave. & Chambers Road, Clarence E. Overback, Archt.

ST. LOUIS—Von der Ahe Lines, Inc., Russell A. Von Der Ahe, Pres., 4601 Olive St., acquired site South side Olive St., bet Taylor & Walton, for warehouse.

NORTH CAROLINA

ASHE COUNTY—Blue Ridge Electric Corporation proposes dam and hydroelectric plant on South Fork of New River, \$15,500,000.

CHARLOTTE—Southern Dairies, Inc., 60 M. St., N.E., Washington, D. C., to construct ice cream plant, William C. Stohldrier, 125 Parkway Rd., Bronxville, N. Y., Archt.

FUQUAY SPRINGS—Brown Tobacco Co., Inc., has \$100,000 RFC loan.

HEMPSTEAD—Hempston Cotton Mills propose extension to main mill.

KINGS MOUNTAIN—Queen City Trailways to erect bus terminal.

RALEIGH—Carolina Natural Gas Corporation plans lines throughout various cities of state; also acquisition of properties of Piedmont Gas Co. at Newton, Conover, Hickory, Granite Falls & Lenoir.

TRYON—Kilburn Mill to build thread finishing plant.

OKLAHOMA

OKLAHOMA CITY—Mercury Oil Refining Co. plans expansion program to cost \$35,000,000, including construction of catalytic cracking plant, gas concentration and polymerization plant.

DUNCAN—Sunray Oil Corp. plans rehabilitation of dormant alkylation plant, \$1,750,000.

MALESTER—Consolidated Gas Utilities Corp., c/o Howard Holcomb, Div. Mgr., propose compressor station and laying of gas transmission lines, cost approx. \$400,000.

MEADVILLE—Consolidated Gas Utilities Corp., c/o Howard Holcomb, Div. Mgr., propose compressor station and laying of gas transmission lines, cost approx. \$400,000.

COLUMBIA—Cooper Motor Lines to build freight depot, H. Reid Hearn, Jr., 1306 Main St., Archt.

GREENVILLE—Textile Hall Corp. proposes Annex No. 2, McPherson Co., Archts-Engrs.

HARVEYVILLE—Carolina Giant Cement Co., to erect kiln and kiln stack.

LATRANS—Piedmont Telephone Coop. Inc., plans 325-mile rural telephone lines.

TENNESSEE

BRUSHY MOUNTAIN—Brushy Mountain Coal Mines has authorization from Defense Solid Fuels Administration for \$99,750 Tipple.

CHATTANOOGA—Chattanooga Terminal Authority proposes construction of new passenger depot.

ELIZABETHTON—City Commission plans \$20,000,000 bond issue for paper mill. Monadnock Paper Mills, Inc., New York, to construct mill at cost of \$30,000,000.

KNOXVILLE—Atlantic Ice Co. plans addition to plant.

KNOXVILLE—Gray-Hodges Corp. has RFC loan of \$27,500.

KNOXVILLE—Southern Bell Telephone & Telegraph Co. plans \$640,200 construction program.

MEMPHIS—Chromium Mining & Smelting Corp., Ltd., Saulite Ste. Marie, Ont., plans \$1,000,000 chromite ferro-alloy smelter plant.

MEMPHIS—Memphis Light, Gas & Water Division, City of Memphis, propose substitution #13.

NASHVILLE—Pepsi-Cola Bottling Co. plans new \$100,000 bottling plant.

NASHVILLE—Purity Biscuiters Corp., proposes enlarging Church Street plant.

TEXAS

TEXAS—West Texas Gulf Pipe Line Co., sub of Gulf Oil Corp., plans 469-mile pipe line from Colorado City to a terminus near Beaumont. Also plans 30-ton per day sulphur recovery unit.

ALICE—Southwestern Bell Telephone Co., 308 S. Akard St., Dallas, plans Telephone Building, cost approx. \$282,000.

AMARILLO—Texas Company plans addition to refinery, cost approx. \$20,000,000.

AMARILLO—Truitt Brick Co., 1100 Polk, plan new garage addition, 1112-18 Polk St., cost approx. \$30,000.

ARLINGTON—General Motors Corp., James E. Goodman, Gen. Mgr. of Buick-Oldsmobile-Pontiac Assembly Div., Detroit, Mich., will erect combination manufacturing-assembly plant.

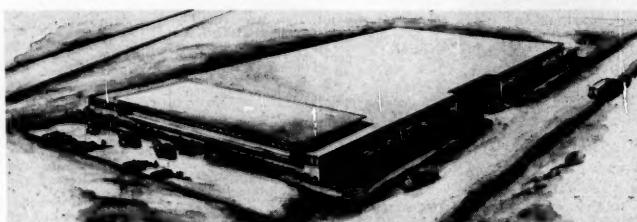
AUSTIN—The American-Statesman plans new publishing home, Jessen, Jessen, Miller & Green, 2816 N. Guadalupe St., Austin, Archts.

CLARKWOOD—Celanese Corporation of America, M. H. Allen, Plant Engr., plans office and laboratory building, \$371,000. Smyth & Smyth, 1906 S. Almeda St., Corpus Christi, Tex., Archts.

COLORADO CITY—Gulf Refining Co. plans electric work on crude oil pipe line from Colorado City to Lucas, cost approx. \$1,035,000.

(Continued on page 16)

B. F. GOODRICH — "FIRST IN RUBBER"

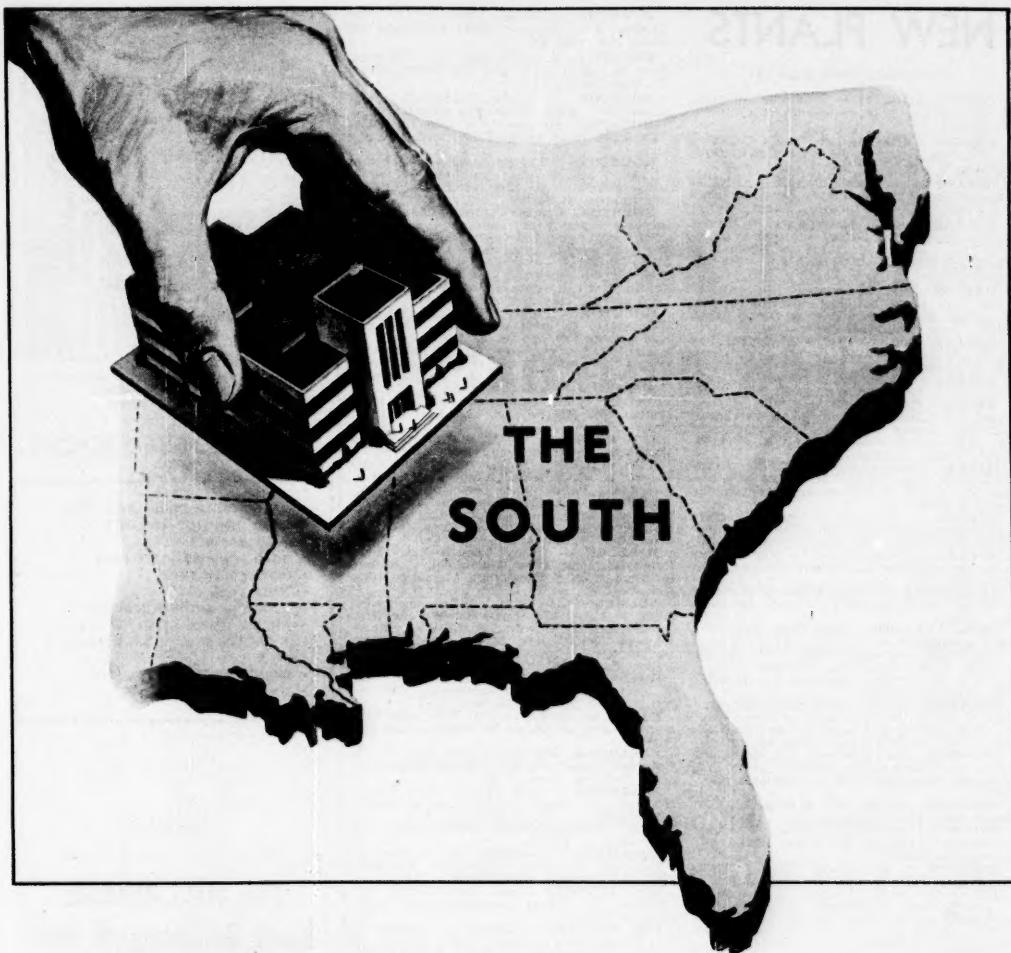


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Ernest E. Morris
President



SOUTHERN RAILWAY SYSTEM

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NEW PLANTS

(Continued from page 14)

CORPUS CHRISTI — American Smelting & Refining Co., plant expansion, cost approx. \$3,146,251.

CORPUS CHRISTI — Lane-Wells Co., 2002 S. Wayside, Houston, plans erection of three buildings.

DALLAS — Dallas Welding Supply Co., 1745 Levee, plan Welding Supply Building, E. A. Frizzell, Jr., Tll. Archt.

DALLAS — Federal Enterprises of Texas, 2124 Main, erecting 2-story addition to building 1100 Canton, for lease to Neon Sign Manufacturing & Office Building. Cost approx. \$40,000.

DALLAS — B. F. Goodrich Co., Akron, Ohio, will lease building now under construction at Oak Lawn Ave. & Turtle Creek Blvd., from Trammell Crow.

DALLAS — McAtee, Inc., 4703 Bengal St., plans addition to warehouse. Thomas, Jameson & Merrell, 500 N. Haskell Ave., St. Arches, D. A. Frizzell, Padgett, Printing Co., 5912 Hines Blvd., has plans in progress for bridge.

DALLAS — Roadway Express, Inc., D. W. Gore, 4114 Gaston, plan office and warehouse building, Irving Blvd. and Manufacturing St., cost approx. \$300,000. John A. Perkins, 2203½ Cedar Springs, Archt.

DALLAS — Sunshine Biscuits, Inc., Hanford Main, Pres., New York, plan new biscuit and candy manufacturing plant at Illinois & Pierce Sts.

DALLAS — Trammel Brothers, Doggett Bldg., Fort Worth, to build office and warehouse, 922 Dragon St., cost approx. \$30,000.

DALLAS — Wilcox Lumber Co. plans alterations and additions to present building, 3213 Knox St.

DEER PARK — Shell Refinery proposes electrical work, including circuit breakers and relays.

GRAND PRAIRIE — Hyde Corp. has RFC loan of \$100,000.

GREGORY — Reynolds Metal Co., M. M. Caskill, Exec. Vice-Pres., Richmond, Va., has U.S. government approval for \$45,000,000 aluminum plant.

HOUSTON — Automotive Rubber Co., Inc., Dearborn, Mich., acquired plant of Texas Tank Co. Plan structural alterations and installation of special rubber processing equipment.

HOUSTON — Bells Products, Inc., plans addition to packing plant, Olive & Cherry Sts. Woodrow Alexander, 2008 W. Alabama Ave., Archt.

HOUSTON — Capitol Steel & Iron Co., 1810 Trexler, plan office building.

HOUSTON — Christianson, Inc., plans two warehouse buildings, 900 block Lackwood, cost approx. \$45,000.

HOUSTON — Continental Box Co., Inc., 2324 Maury St., plans expansion program.

HOUSTON — Diamond Alkali Co., Raymond F. Evans, Pres., Cleveland, Ohio, proposes increasing capital from \$30 million to \$55 million. Proceeds to be used in long-range program of diversification and expansion.

HOUSTON — Ethyl Corporation, National Standard Bldg., plans Roundhouse, Ship Channel, Bodman & Murrell, Baton Rouge, La., Archts.: Golemon & Rolfe, 915 Woodrow St., Houston, Assoc. Archts.

HOUSTON — Herrin Transportation Co., 2300 Waller Ave., plan freight terminal alterations and addition, \$250,000.

HOUSTON — Houston Pipe Line Co., sub. of Houston Oil Co., plans \$10,000,000 expansion of natural gas pipeline facilities.

HOUSTON — McKesson Chemical Co., 3122 Leeland Ave., to erect plant buildings, 500 block Norwood St.

HOUSTON — Meyer-Bianke Co., 1616 Ingeborg St., plan office and warehouse, Silver St. near Spring St.

HOUSTON — Norvell-Wilder Co., 1302 Murray St., plans warehouse addition.

HOUSTON — Southwestern Tile Co., 4121 Telephone Road, plans Tile Building, Long Drive.

HOUSTON — O-T-M Supply Co., 1318 Nance St., plan 1-story office building and warehouse buildings, on 12 acres on Katy Road; cost approx. \$1,000,000.

HOUSTON — Sinclair Refining Co. plans to increase capacity of refinery.

HOUSTON — Shotts Bakery, 3000 Washington, plan shop building to cost approx. \$30,000.

HOUSTON — South Texas Stone Co., 312 Schrimpf St., plans stone plant, Katy & Look Roads, cost approx. \$100,000.

HOUSTON — Stauffer Chemical Co., 8901 Hempstead, to erect warehouse 8000 block Hempstead; cost approx. \$34,400.

HOUSTON — Tennessee Gas Transmission Corp., Commerce Bldg., plans office building, Elm St., bet. Austin & Caroline Sts.

HOUSTON — Texas Pipe Line Co., sub. of Texas Co., plans expansion of oil pipeline system bet. Houma, La. and Port Arthur, Tex.

JEFFERSON — T. J. Blackburn Syrup Works to construct syrup plant building.

KINGSVILLE — Bell Telephone Co., C. W. Mier, Chief Engr., 308 S. Akard St., Dallas, plans new Dial Building.

LUFKIN — Lufkin Telephone Exchange, plan telephone exchange building to cost \$97,854. Shirley Simons & Sons, 1723 S. Broadway, Tyler, Archts.

MALLEEN — Valley Transit Co., Inc., Rance Raimond, Pres., Harlingen, plans bus terminal, 16th & Beaumont Ave. Zeb Rike, Niles Bldg., Archt.

NECHEZ — Gulf States Utilities Co., Beaumont, to spend \$77,000,000 for new facilities in 1951 to 1953, including 60,000 k.w. unit at Nechoe: 100,000 k.w. station at Louisiana station; first 60,000 k.w. unit at projected Nelson Station near Scott, La.

ODESSA — Southwestern Drug Corp., 617 W. 1st, plan office and warehouse, 1707 W. 2nd St., cost approx. \$26,000.

PBIS — Southwestern Bell Telephone Co., plan 2-story telephone building to cost \$1,950,000.

PASADENA — Diamond Alkali Co., P. O. Box, 686, plans one-story annex to present office building, Deer Park.

PASADENA — Shell Oil Co., Shell Bldg., Houston, to erect Engineering Building, Deer Park.

PO ISABEL — Arrow Shrimp Co. has RFC loan of \$45,000.

BOCKDALE — Aluminum Co. of America, Pittsburgh, to erect aluminum smelting plant, cost approx. \$100,000,000.

SAN ANTONIO — Acme Iron Works, 540 Culebra Ave., plans alterations and additions to offices.

SAN ANTONIO — Knowlton's Creamery, 1314 Fredericksburg Road, plans converting building, Fredericksburg Road & Woodlawn Ave., into ice cream processing plant; also plan construction of warehouse.

SAN ANTONIO — Southwestern Bell Telephone Co., c/o C. W. Mier, Chief Engr., 308 S. Akard St., Dallas, plans remodeling and addition to present Dial Building.

TYLER — Superior Paper Mills, 116 S. College St., plans newsprint mill.

(Continued on page 66)



DETAIL OF ENTRANCE NEWLY COMPLETED HILL-CHASE WAREHOUSE

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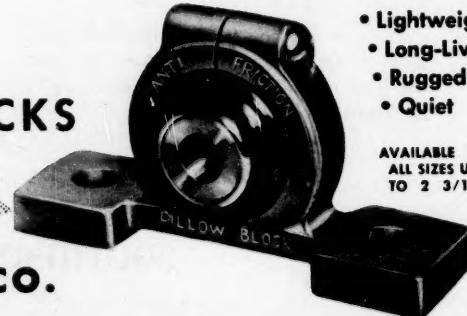
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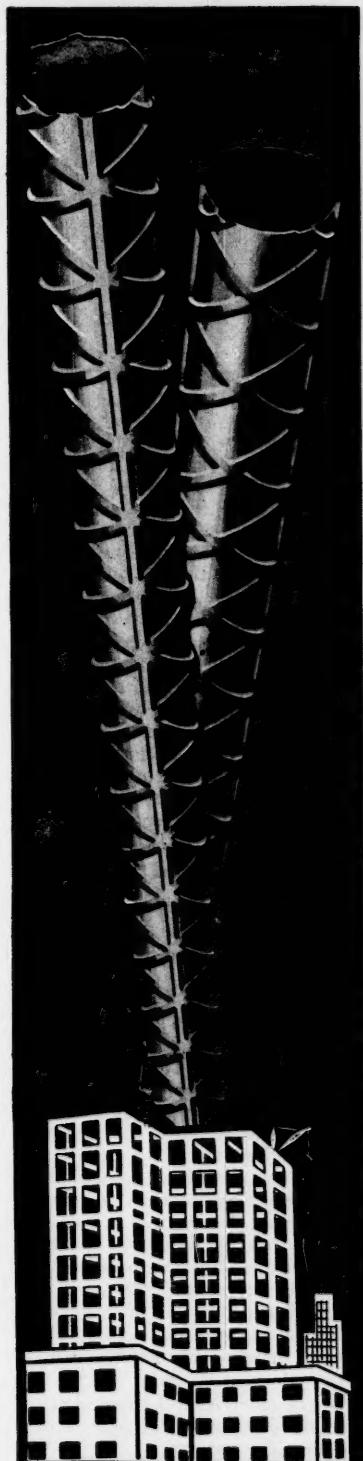
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SPECIFICATIONS

BAR NUMBER	WEIGHT	DIAMETER	AREA	PERIMETER
②	.167	.250	.05	.785
③	.376	.375	.11	1.178
④	.668	.500	.20	1.571
⑤	1.043	.625	.31	1.963
⑥	1.502	.750	.44	2.356
⑦	2.044	.875	.60	2.749
⑧	2.670	1.000	.79	3.142
⑨	3.400	1.128	1.00	3.544
⑩	4.303	1.270	1.27	3.990
⑪	5.313	1.410	1.56	4.430

LITTLE GRAINS OF SAND

*"Little drops of water, little grains of sand,
Make the mighty ocean, and the pleasant land."*

Dangerous Precedent. There is far more involved in the tidelands dispute than the question of who is to control and obtain revenue from undersea oil properties of States, whose claim had been recognized until 1947. If the Federal Government can rob the States of their submerged or tidelands, it can take from them any other State property, or even private property, under the pretext that it is needed for national defense. If the Federal Government can seize the tidelands of Texas, Louisiana and California, it can seize the coal mines of West Virginia and Kentucky, it can take over almost anything power-hungry bureaucrats in Washington want.

Stagnation. D. A. Hulcy, President of the National Chamber of Commerce speaking at the annual meeting of the American Trucking Association said that if America had lived in a planned economy when the truck and automobile were first making their appearance, the changeover from the horse and buggy would have been delayed for years at least. He said, in part: "Would a planned economy have dared to turn its back on the livery stable owners and the horse breeders? Would it have dared to cut them adrift to find new occupations on their own? The planned economy gives a pledge of security to all its people. How could it jerk the carpet out from underneath the feet of a whole industry—almost overnight?" The truck and automobile "would have ruined its master plan."

A Year from Now. Larger tax revenues under the new law may bring the Treasury's receipts fairly close to its expenditures in the current fiscal year 1952. But that will not be true by a wide margin in fiscal 1953, if the Government's spending plans are realized. This emphasizes the dilemma which will confront us in the not too distant future. If the defense program is to be financed with a minimum of strain, the first step ought to be the reduction of nonessential Government expenditures. Functions which seem desirable in peace-time can and should be pared under present conditions.

The sprawling operations of the Government are likewise a fertile field for savings.

Communistic Tactics. The quickie strike rarely attracts much national attention, but it can be very costly to plant morale, employee pay envelopes, and lost production. A month ago the plant of a large electrical equipment company was hit by such a walkout. Here is what happened: A piece of work was changed over from one type of machine to another and a new wage was established for the new operation. Though only one employee's pay rate was involved the change was questioned by the union and, in spite of the fact that orderly procedures to settle such matters existed, a quickie strike was called, and 10,000 men walked off the job. By the end of the second day, when the facts became known to the union rank and file, the employees insisted on going back to work. The disputed rate is being settled by negotiation as it should have been at first. The loss of pay due to this walkout was about \$250,000, not to mention the loss of production.

The progress made in the advancement of socialist objectives in this country since 1933 is only less amazing than is the success which left-wing forces have had in keeping large numbers of the American people fooled as to the socialist nature of the measures they have advocated.

difference of purpose. The socialists' purpose was socialism. The Conservatives' purpose is Britain, restoring it economically and in terms of prestige. Because the Labor government was socialist, its policies could only be restrictionist, at home and in its trade abroad. It depended on controls because in socialism the government must control. The Conservative government's policies will be expansionist. They will not only seek to decontrol but to increase production by allowing the fullest possible rein to that individual initiative the socialists have so successfully held in check.

What is more, the Conservatives will bring a wealth of experience and ability to British foreign policy which
(Continued on page 22)



CERAMICS FOR INDUSTRY

THE AMERICAN LAVA CORPORATION, Chattanooga, Tennessee, is the world's largest producer of custom-made technical ceramics. Its average daily production approximates four million parts and is rapidly increasing.

Under the trade name "AlSiMag," the American Lava Corporation has developed more than 600 different compositions which it fabricates into countless different designs. In making these ceramics the Company utilizes more than seventy different raw materials, such as steatites, Forsterites, Aluminas, titanates, rutiles, Zircons, cordierites, and metallic oxides.

The raw materials are combined as finely ground dry particles and compacted into size and shape by different methods. Special dies and elaborate multi-station rotary presses form thousands of identical

parts per hour. The material is also extruded under great pressure, then dried and shaped or machined to a high degree of accuracy.

Founded 50 years ago, the Company began by making tips for acetylene gas lamps. Later, production was expanded to include insulators for use in electrical appliances. Parts for use in radio, television, radar and other electronic developments gave the business terrific impetus. Foundries and textile mills are large users of AlSiMag parts.

The Company employs around 1,500 specially trained workers of long experience in technical ceramics. New manufacturing facilities are being continuously brought into production . . . two new plants being opened during the current year . . . to keep pace with requirements.

This is another advertisement in the series published for more than 15 years by Equitable Securities Corporation featuring outstanding industrial and commercial concerns in the Southern states. Equitable will welcome opportunities to contribute to the further economic development of the South by supplying capital funds to sound enterprises.

NASHVILLE
DALLAS
KNOXVILLE
BIRMINGHAM
NEW ORLEANS
MEMPHIS

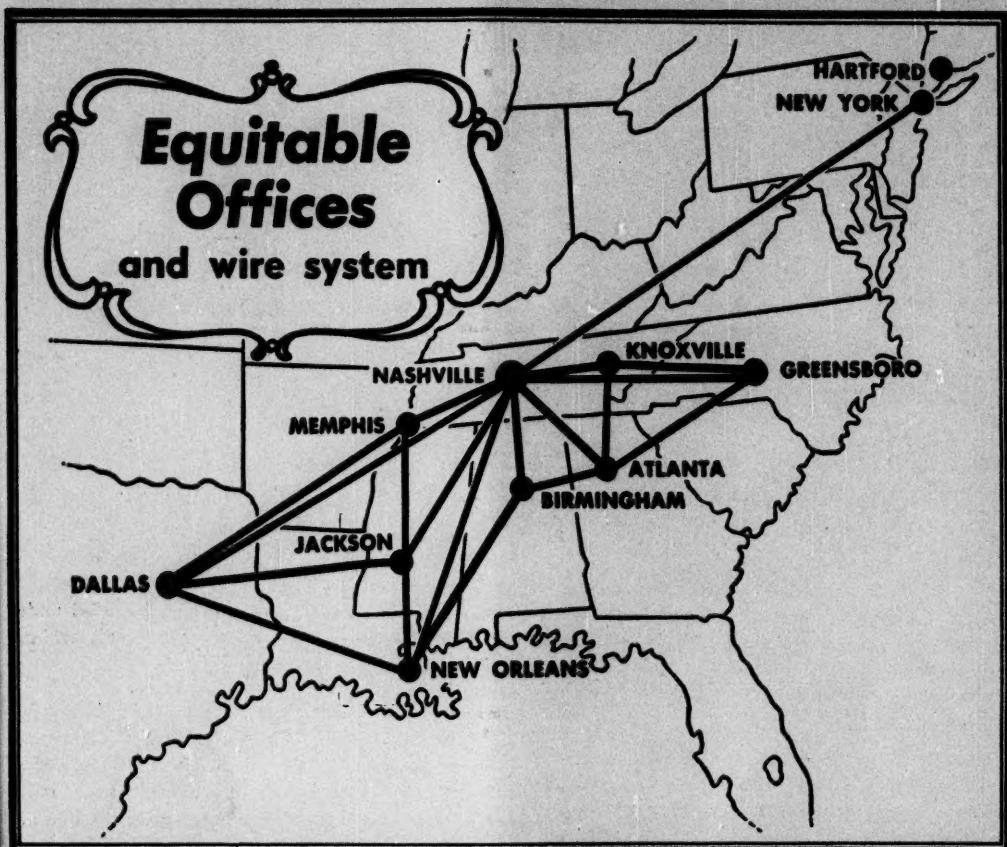
EQUITABLE Securities Corporation

BROWNLEE O. CURREY, President

322 UNION STREET, NASHVILLE 3

TWO WALL STREET, NEW YORK 5

NEW YORK
HARTFORD
ATLANTA
GREENSBORO
AND
JACKSON, MISS.



PRIVATE WIRE SYSTEM SERVING SOUTHERN MARKETS

Equitable's 2400-mile direct wire system gives instant communication throughout the Southeast and Southwest. Immediate quotations and executions are available to all Equitable customers.

NASHVILLE
DALLAS
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MEMPHIS

EQUITABLE
Securities Corporation

BROWNLEE O. CURREY, President

322 UNION STREET, NASHVILLE 3

TWO WALL STREET, NEW YORK 5

NEW YORK
HARTFORD
ATLANTA
GREENSBORO
AND
JACKSON, MISS.

Jimmy said two billion prayers

"*God bless everybody!*" he said...short and sweet.

"Then I kissed him goodnight, tucked him in, put out the light and went downstairs.

"That was a big order! Two billion people on this earth . . . and Jimmy was praying for them all!

"Now . . . if you were going to have that many people blessed, what one big blessing would you wish for them all?

"Freedom! What finer thing than Freedom for all the peoples of the world? Why, anybody who knows what our Freedom really means would give his eyeteeth to be an American citizen. Let's see why:

"Here we have freedom of religion. Our newspapers can say anything they want and so can we, short of libel, slander or sedition. Our kids are taught Freedom from kindergarten up. Here we have a free choice of places to live in, businesses to go into or jobs to work at, like mine at Republic (you ought to see the steel we're producing down at the plant!)

"Come voting time, nobody sees us mark our ballots . . . nor can he know whom we vote for. And we can squawk our heads off in town meetings or write what we think to our Congressmen . . . and nobody puts us in jail for it.

"As long as we don't step on the other fellow's Freedom, we Americans are the freest people in the world. But there are plenty of people trying to rob us of those Freedoms and run things their way. Outside enemies . . . but we have plenty inside, too. They sneak into our schools, businesses, unions, social clubs . . . everywhere!

"Let's keep an eye on those who attack our Freedoms . . . while Jimmy prays for the other two billion whose greatest blessing would be the Freedoms we already have!"

REPUBLIC STEEL

Republic Building, Cleveland 1, Ohio



LIKE GOLD, SCRAP IS WHERE YOU FIND IT! And there's scarcely an industry, business or storage yard that cannot yield a rich load of Scrap Iron. Do you know that it takes 100 tons of Scrap Iron to produce 200 tons of new steel? Of course, you know how badly America needs that new steel today. For Defense. For Construction. For Production. And for Civilian needs. Prospect around your place for all the discarded, broken, worn or obsolete equipment, tools and machines today. And sell it to your local "junk" dealer for Scrap tomorrow!

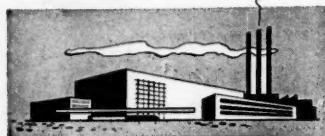
* * *

{ For a full color reprint of this advertisement,
write Dept. J, Republic Steel, Cleveland 1, Ohio. }





MAKING PLANS FOR EXPANSION?



Suggestion! Whether your project calls for express highways or industrial plants—modernization or expansion, call the Harte organization of engineers and constructors to handle your complete job!

Here's Why! Our ONE organization, operating under ONE contract, with ONE responsibility, WILL:

- Assist in all process planning
- Prepare complete construction drawings
- Provide accurate estimates of cost
- Purchase all materials
- Handle all shop and fabrication problems
- Construct the entire job
- Handle initial operations, if desired.

**Whatever your engineering needs
might be:**

WRITE, WIRE OR CALL

**JOHN J. HARTE CO.
ENGINEERS • CONSTRUCTORS**



295 Madison Ave.
New York, N.Y.

Kress Building
Houston, Texas

284 Techwood Drive, N.W., Atlanta, Ga.
Mexico, D.F., Mexico

LITTLE GRAINS OF SAND

(Continued from page 18)

the Laborites have so notably lacked. Their inexperience they could not help, but their inability is surely in part to be accounted for by the fact that they have been British socialists first, and British diplomats only secondarily. Without socialist inhibitions toward capitalism and its works, the Conservatives are fundamentally and whole-heartedly more pro-American than the Laborites. Their support of Anglo-American unity is stated with a truer ring.

Paper Money. Money managing is a fraud that is camouflaged by a false plea of necessity, or expediency; it is a fraud that at first blush seems a blessing but which in the end proves a fatal disease. It is slow poison to incentive, thrift, honesty, decency and confidence. It is dishonest. No propaganda as to its necessity or as to its healing tendencies can divert from it the fact that it is robbery. It brings an convertible, irredeemable currency which in the last analysis contains within it its own indictment; for when the value of the currency it creates is determined it is assayed on the basis of its sound currency value.

The managed money planners can rail all they wish about a money based on the gold standard but when the chips are down and the money of their creation is weighed in the world's scales it is appraised at its real gold worth and not its denominational value or the value its political creators have given it.

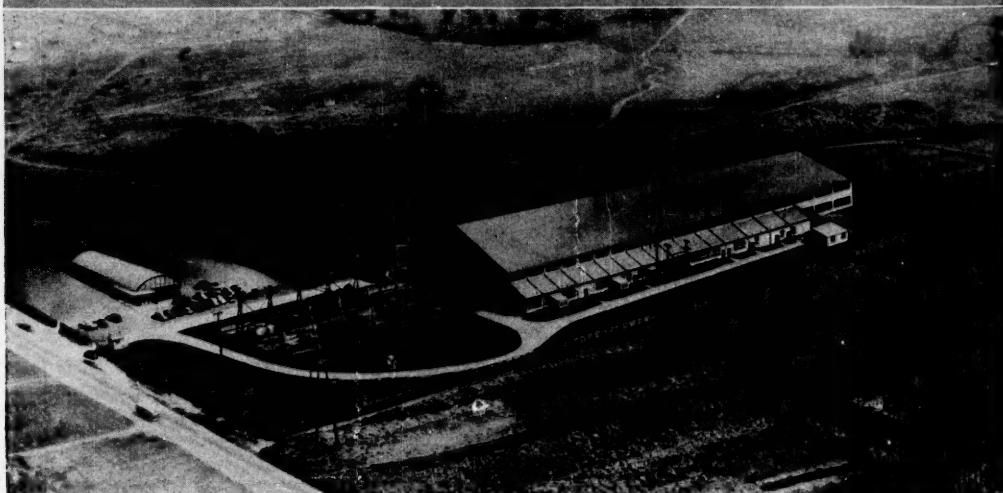
The greatest tax (and incidentally the greatest fraud) that has been put over on our people in our history is the abandonment of our gold standard and the credit inflation caused by our managed currency. Every dictator knows that unsound money contributes more than armies to his cause. Stalin knows and has expressed the conviction that it is the greatest ally he has. Inflation, the consequence of unsound fiscal policies and political money are the termites which destroy civilization's progress.

—*Monthly Business Review*

Another Freedom. The freedom of an individual to move to greener pastures, wherever they may seem to be, has been the truly distinctive characteristic of American enterprise. The owner of the tools and facilities of industry has been free to move them toward whatever use and location seems most attractive. The workman, who uses those tools and facilities to increase the productivity of his own efforts, has been free to move toward new and better opportunities. There have been such changes under these conditions that entire industries have been displaced by more useful ones, and entire communities have been abandoned because opportunities knock at some other door. But such changes, because there seemed to be some personal advantage in moving, have brought continuous gain in the general welfare.

(Continued on page 24)

Increase Production at No Increased Investment —with Butler Facilities and Experience



Butler Manufacturing Company's Birmingham, Ala. Plant

Now Butler offers you the modern facilities of our Birmingham, Alabama plant to expand your production of specially fabricated steel products . . . without increasing your capital investment.

This 40-acre plant is geared for fast precision production. Facilities include a wide variety of shears, rolls, presses, press brakes, and welding equipment. Shipping and receiving facilities are excellent.

Butler's more than 50 years of experience and skill combined with modern metalworking machinery assure you that a Butler special fabrication job will meet your rigid specifications. Get all the facts today . . . with no obligation to you whatever. Mail coupon below for complete information.



B U T L E R M A N U F A C T U R I N G C O M P A N Y BIRMINGHAM, ALABAMA

Kansas City, Mo.

Galesburg, Ill.

Richmond, Calif.

Minneapolis, Minn.

**Write for 52 page
New Facilities Catalog**

Describe, in detail, Butler
facilities available to you.

BUTLER MANUFACTURING COMPANY

Dept. MN712
Birmingham 8, Alabama

Please send me your new catalog describing facilities available in the Butler
Birmingham, Alabama, plant.

Name _____

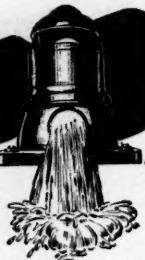
Firm _____

Address _____

City _____ Zone _____ State _____

WATER

FROM THE GROUND
BELOW YOU



In single or multiple units, Layne well and pump installations produce tremendous quantities of water at extra low cost. High efficiency designing, precision building and advanced methods of installation make Layne wells and pumps a highly practical and fully justified investment. Layne does the job complete; drills the wells, furnishes all casing, shafting, pumps, motors and sand screen. After complete testing, the system is delivered to you in perfect operating order.

*For further information, catalogs
and engineering data, address*

LAYNE & BOWLER, INC.
General Offices, Memphis 8, Tenn.

Layne

WATER SUPPLY

WELLS & PUMPS



Whenever a structure or manufactured product must resist fire, extremes of weather, rust, rot, rodents, or corrosion, Ruberoid Stonewall Board may easily be the most efficient answer to the problem. Quickly applied, the big 4' x 8' boards cover more square feet with less labor. And it is strong! Asbestos fibres reinforce Portland cement, resulting in high tensile and rupture strengths. And Stonewall is easy to "work" . . . just score and break to size, or it can be cut with a square shear or a carbondum wheel.

Ruberoid Stonewall Board makes tough, durable indoor and outdoor walls and partitions — they can't rot or decay, are easily cleaned, need no painting. It is also the perfect material for ceilings, barriers, hoods, ducts, humidifiers, stove and refrigerator linings or for any purpose where moisture or heat are hazards.

The RUBEROID Co.

Building Materials for Industry, Home, and Farm

Executive Offices: 500 Fifth Avenue, New York 18, N. Y. -



LITTLE GRAINS OF SAND

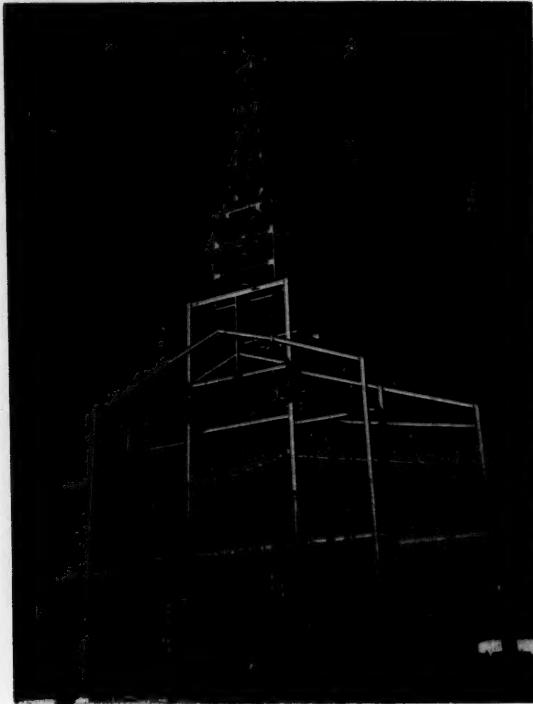
(Continued from page 22)

Competitive Growth. The one source of heat and energy about whose abundance there is no concern is bituminous coal. From 1946 through 1950, the industry opened nearly two hundred new mines able to produce over 500 tons of coal a day with a total output of almost half a million tons daily. In addition, about 600 mines of less than 500 tons daily capacity were also put into operation, and new surface mines swelled this number. Altogether, the new coal mines put into production since 1946 have a capacity of around 190 million tons of bituminous a year. This is very nearly equal to Great Britain's annual production.

Rail Costs and Rates. The biggest problem confronting the railroad industry is the failure of those regulating the pricing of the industry to recognize that, when inflation moves in on the costs of doing business, as it has since World War II, it must also move in on the pricing of the product sold. The Interstate Commerce Commission has reduced, or delayed inordinately, practically every request the railroads have made during the last twenty years for a general adjustment of freight rates.

The railroads are told overnight, or even to a retroactive date, by government agencies, that wage rates have been increased. They are told overnight that costs of materials have gone up because equipment manufacturers must protect their businesses against inflation by putting escalator clauses in purchase contracts. But the railroads are told by the Interstate Commerce Commission, many months after costs have gone up, that they can't have what we are seeking in the way of increased pricing for no other apparent reason than, "We just won't authorize it."

Bellwether. Economic Stabilization is threatened by the major danger of a new round of wage increases. The wage pattern for the coming year will be set shortly in the steel industry. If another large increase in wages is granted the steel workers, it will be difficult indeed for other industries to resist demands for similar concessions to their employees. But if organized labor is sincere about wanting to check inflation it will seek to hold down wage increases to a minimum, since under existing conditions higher wage rates will inevitably bring price increases. In view of the nation's good record of slowing down inflation that has been achieved in the past six months, the challenge to labor to co-operate by making wage stabilization effective is crucial. Organized labor has a golden opportunity to demonstrate that, in the defense emergency, it can put its own and the nation's best interests above immediate gains. For labor itself has much to lose from a new round of inflation that will further deteriorate the purchasing power of the dollar.



Shades Valley Presbyterian Church

CHURCHES — *Building to Endure*

In addition to its strength, structural steel gives freedom to the finest architectural effects in construction of churches.

Objectionable support columns and heavy trusses are not necessary. Use of steel permits greater flexibility of design, allows more graceful forms, does not restrict windows and openings.

O'NEAL STEEL WORKS
BIRMINGHAM, ALABAMA

**Steeples
of Steel
reach Heavenward**

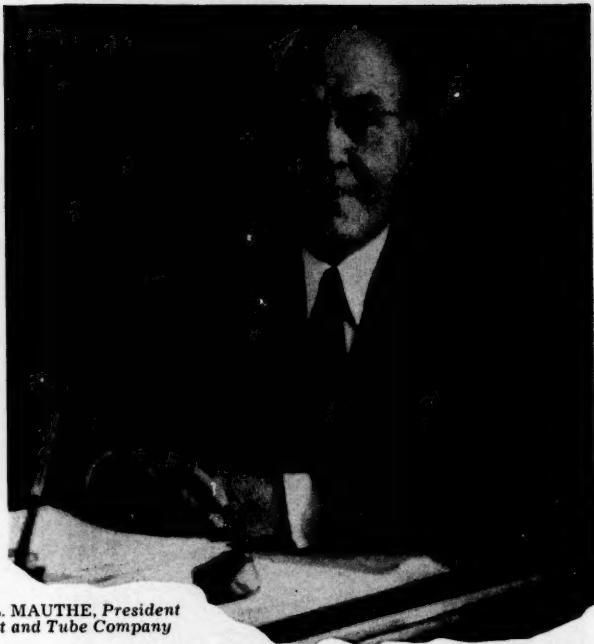


Central Park Baptist Church



Why is the scrap situation so critical?

An interview with J. L. MAUTHE, President
The Youngstown Sheet and Tube Company



Why are you concerned about iron and steel scrap, Mr. Mauthe?

Our inventories are critically low and the present scrap flow is not sufficient to maintain capacity steel plant operations. Furthermore, if the flow of scrap is not increased, a curtailment of steel production is inevitable.

The industry is using all the pig iron and all the home scrap that is available. The balance of our metallic requirements must be made up through procurement of purchased scrap. Every ton of scrap that we do not get represents a ton of steel that we cannot make.

How much scrap does the industry need?

In 1950, 96,700,000 tons of steel ingots and castings were produced, requiring over 61,000,000 tons of iron and steel scrap.

In 1951, over 65,000,000 tons of scrap will be required, and even more will be needed in 1952.

Where does scrap come from?

About 58% of the total scrap required is produced by the ingot and casting makers, and is known as "home" scrap; the balance of 42% is "purchased" scrap and is procured from outside sources.

Purchased scrap generally falls into two categories: Scrap from current fabrication and that which is the result of obsolescence.

There are three important sources from which we get obsolete scrap, much of which is dormant:-

- 1 - Obsolete machinery and equipment in every industrial plant, at the oil fields and on the farms.
- 2 - Battlefield scrap, obsolete ships and war material, surplus machinery and equipment, which government can make available.
- 3 - Countless old automobiles and trucks, which are rusting away in automobile wrecking yards in every section of the country.

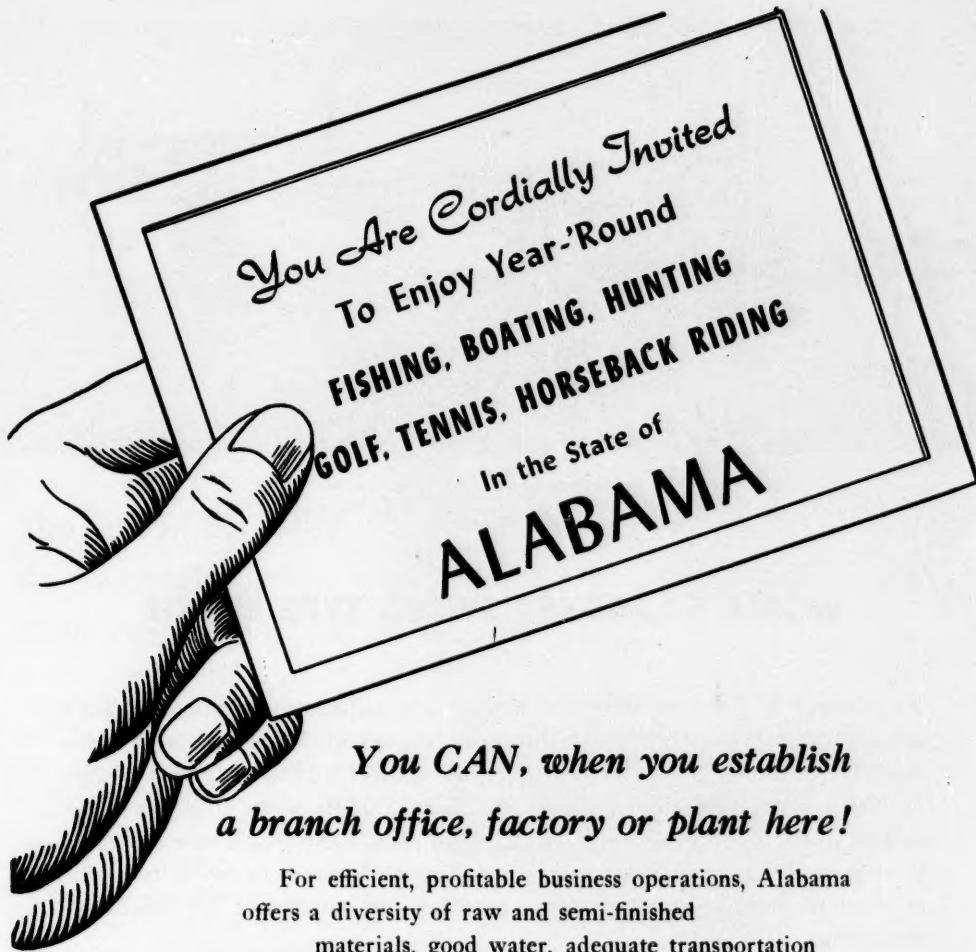
What can be done to increase tonnage of purchased scrap?

This scrap must be made available immediately! All industry and government must awaken to the critical nature of the situation. They must realize that if we do not get the scrap, they will not get the steel!

**YOU CAN HELP - YOU MUST HELP!
NO SCRAP - NO STEEL**



The Youngstown Sheet and Tube Company - Youngstown, Ohio



*You CAN, when you establish
a branch office, factory or plant here!*

For efficient, profitable business operations, Alabama offers a diversity of raw and semi-finished materials, good water, adequate transportation intelligent workers and dependable electric power.

And of major importance to you *and your family* is the gracious way of living awaiting you in Alabama.

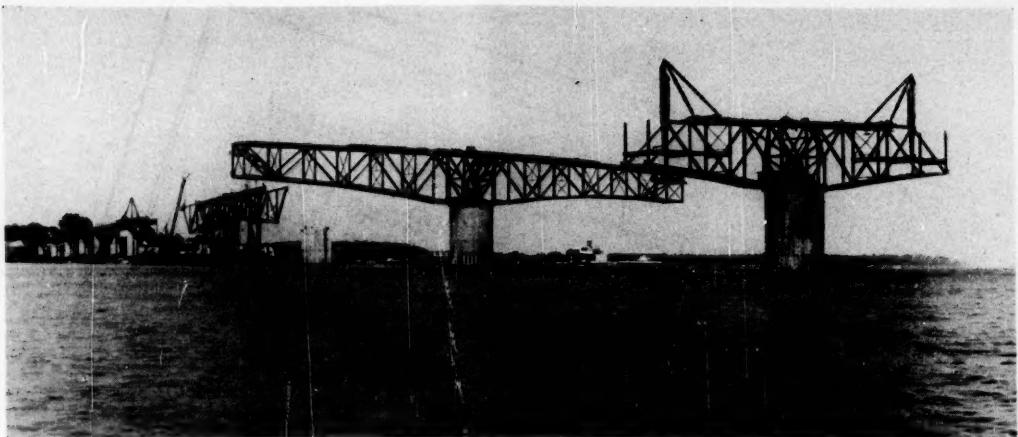
A mild climate invites year-round sports and hobbies; mountain or seashore vacations are yours to choose; educational and cultural opportunities abound.

Let us help you "make up your mind" to move to Alabama! In confidence and without obligation, we'll gladly supply facts which may help you decide that Alabama is where you want to locate your business.

Industrial Development Division

Alabama Power Company

Birmingham 2, Alabama



George P. Coleman Bridge over York River, Yorktown, Va.
Engineers—Parsons, Brinckerhoff, Hull & McDonald
Substructure Contrs.—Massman Constr. Co.—Kansas City Bridge Co.
Steel Superstructure—Virginia Bridge Company

WORLD'S LARGEST SWING TYPE BRIDGE

The George P. Coleman Memorial Bridge now under construction over York River between famous Yorktown and Gloucester Point, Va., rates the distinction of two "Mister Bigs." Not only is it the state of Virginia's largest bridge, but the low level, double leaf swing span in the middle of the structure is the largest of its type in the world. Resting on piers 110-ft. high, extending 40-ft. above water, the two 500-ft. spans, weighing 1300-tons each, swing into open position to provide a 450-ft. clear space for the passage of the mightiest battleships.

The engineering, fabrication and erection of this unusual bridge involved many unique features that add interest to the story of its construction, but at VIRGINIA BRIDGE it represents but another of the many enduring monuments to the experience and skill of a great bridge building organization.

STEEL STRUCTURES

All Types



Virginia Bridge Company

ROANOKE BIRMINGHAM MEMPHIS NEW YORK ATLANTA DALLAS

UNITED STATES STEEL



The Letter You May Be Everlastingly Glad You Wrote . . .

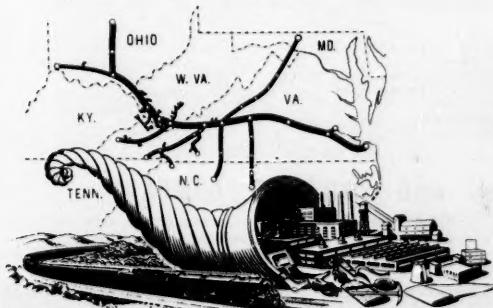
It'll take only a few minutes to write this letter. If you're considering new, decentralized plant sites, it may bring information of real value to your company.

Write the Industrial and Agricultural Department, Drawer MR-424, Norfolk and Western Railway, Roanoke, Va.

Tell them, as specifically as you can, what you need. Let them tell you exactly what *The Land of Plenty** offers you. This department is staffed by men who understand plant location requirements for manufacture and distribution. Any information you give them will be held in confidence. They know the importance of moving quietly.

Write them today.

You may be everlastingly glad you did.



Let us send you the free booklet . . .

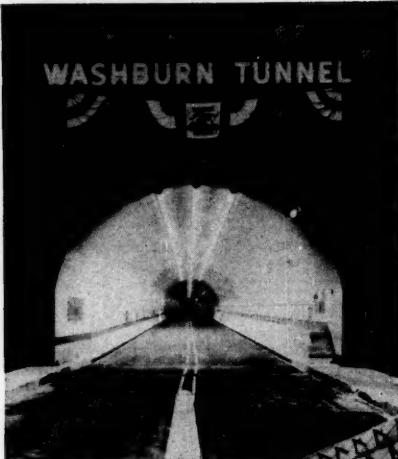
"INDUSTRIAL OPPORTUNITIES IN THE LAND OF PLENTY"

. . . it will inform you about the *general* industrial advantages of this great and growing region. Let the N&W's Industrial and Agricultural Department tell you about its *specific* advantages for *your* business.

Norfolk and Western
RAILWAY

SERVING THE SIX GREAT STATES OF THE LAND OF PLENTY

*VIRGINIA • WEST VIRGINIA • OHIO
NORTH CAROLINA • MARYLAND • KENTUCKY



This STEEL tunnel was floated into position

• The new Washburn Tunnel under the Houston Ship Channel illustrates the adaptability of steel to a novel method of construction. The tunnel was built in four sections 500 miles from its present location. The sections, each consisting of a steel inner tube and a steel octagonal outer shell, were ballasted and made airtight. They were then floated to the Houston Ship Channel, sunk into position, joined together and covered in the channel bed.

2,373 tons of structural steel and 3,218,000 pounds of reinforcing steel were thus quickly and economically built into the South's largest tunnel.

Steel is the most versatile material in the world today; it has hundreds of thousands of different applications. Steel is our business and its manufacture for specific purposes is our specialty. T.C.I.'s expanded facilities assure a steady flow of steel for the industrial and agricultural growth of the South.

U.S.S. STEEL PRODUCTS MADE OR DISTRIBUTED BY T.C.I. INCLUDE:

- Rolled, forged and drawn steel products.
- Structural shapes, plates, bars, small shapes, agricultural shapes, tool steel, strip, floor plate, cotton ties.
- Steel sheet piling and H-bearing piles, bridge flooring.
- Concrete reinforcing bars, reinforcing mesh.
- Black, galvanized and special finish sheets.
- Rails, track accessories, wheels, axles, forgings.
- Wire and wire products, including woven wire fencing, barbed wire, bale ties, nails.
- Wire rope.
- Electrical wires and cables.
- U.S.S. High Strength Steels and U.S.S. Abrasion-Resisting Steels.
- U.S.S. Stainless Steel.
- Ground Open Hearth Basic Slag.



TENNESSEE COAL, IRON AND RAILROAD COMPANY

GENERAL OFFICES: BIRMINGHAM, ALABAMA

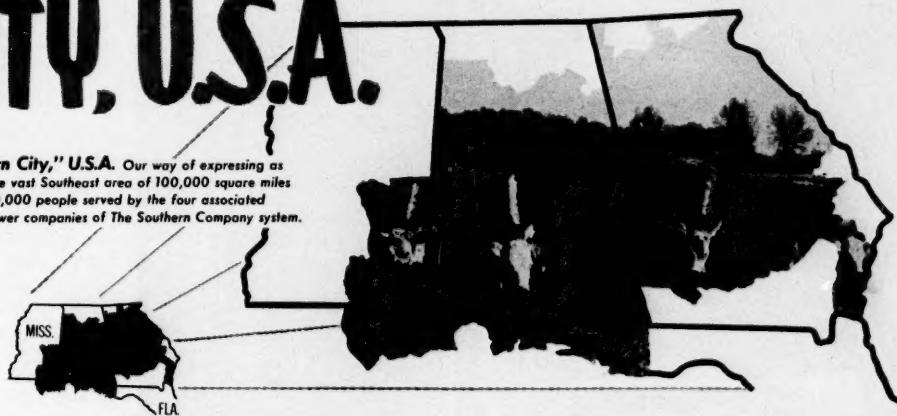
DISTRICT OFFICES: BIRMINGHAM • CHARLOTTE • HOUSTON • JACKSONVILLE • MEMPHIS • NEW ORLEANS • TULSA

UNITED STATES STEEL EXPORT COMPANY, NEW YORK

UNITED STATES STEEL

Thoroughbreds thrive on Crimson Crops in **SOUTHERN CITY, U.S.A.**

"Southern City," U.S.A. Our way of expressing as one unit the vast Southeast area of 100,000 square miles and 6,300,000 people served by the four associated electric power companies of The Southern Company system.



Symbol of the South's rising agricultural prosperity is the mechanical cotton picker. Greater farm mechanization and diversification, encouraged by the four operating companies of The Southern Company system, are building greater prosperity for the area which comprises "Southern City," U.S.A.

Cover crops that provide year-round grazing, like crimson clover, blue lupine, ladino and lespedeza are painting a prosperous present and a rosy future for the livestock raisers and dairy farmers of the South. These magical crops, which nourish the soil as abundantly as they feed the cattle, are one of many developments that have more than tripled Southern City's agricultural income in the past ten years.

The four associated electric power companies of The Southern Company system are working constantly with county agents, universities and agricultural experiment stations to encourage farm mechanization, wider diversification of crops, greater prosperity for the farmer.

The entire nation is watching Southern City's remarkable progress in agriculture, industry, commerce. Over 100,000 stockholders of The Southern Company, located in every state in the Union, are vitally interested because this progress assures a constant and growing demand for electric power—a demand which, by conservative estimate, will be doubled in the next ten years.

The South and The Southern Company are both growing . . . together!

Write the agricultural development departments of any of the four operating companies for further information.

Operating companies associated with The Southern Company

ALABAMA POWER COMPANY

Birmingham, Alabama

GEORGIA POWER COMPANY

Atlanta, Georgia

GULF POWER COMPANY

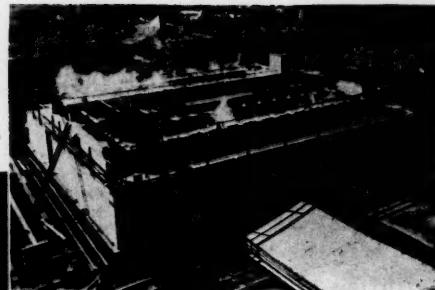
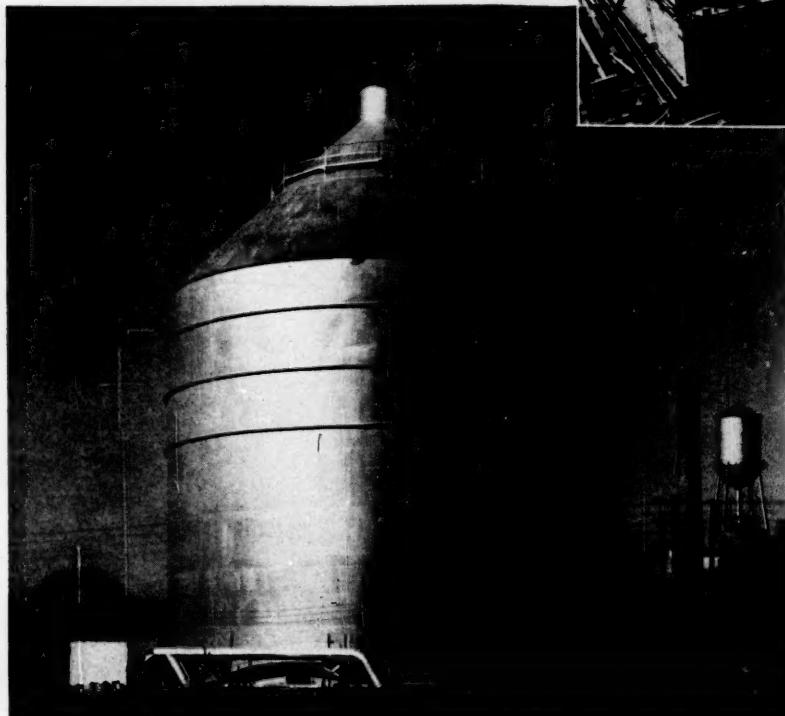
Pensacola, Florida

MISSISSIPPI POWER COMPANY

Gulfport, Mississippi

**The
Southern Company
Atlanta, Georgia**

LONGER TANK LIFE
Starts here...



**STEEL TREATED BY
 PHOSCOTE PROCESS
 MEANS
 NEW ECONOMIES**

The steel plates used in building the Farmers Cotton Oil Company plant's cottonseed and soybean tank at Wilson, North Carolina, were assured a longer, more useful life by the Phoscote Process.

Here is an efficient, yet economical method of removing mill scale from steel and providing the cleaned surfaces with a coating that greatly improves the bond between the steel and paint.

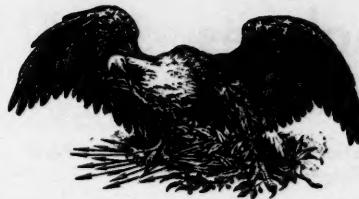
The Phoscote Process consists of dipping steel plates or shapes successively into three vats. The first contains a hot dilute sulphuric acid solution which descales the steel—the second is filled with rinse water—and the third contains a hot dilute phosphoric acid solution. Then, while the steel is still warm, a coat of paint is applied to protect the cleaned surfaces that are to receive coats of paint in the field.

When ordering tanks or steel plate work from Chicago Bridge & Iron—take advantage of the Phoscote Process. The coming years will prove your good judgment.

CHICAGO BRIDGE & IRON COMPANY

Atlanta 3	2145 Nealey Bldg.	Detroit 26	1510 Lafayette Bldg.	Salt Lake City 4	520 West 17th South St.
Birmingham	1530 North Fifth St.	Houston 2	2114 C. & I. Life Bldg.	San Francisco 4	1540-200 Bush St.
Boston 10	1020-201 Devonshire St.	Los Angeles 17	1517 General Petroleum Bldg.	Seattle 1	1320 Henry Bldg.
Chicago 4	2104 McCormick Bldg.	New York 6	3313-145 Broadway Bldg.	Tulsa 3	1411 Hunt Bldg.
Cleveland 15	2216 Guildhall Bldg.	Philadelphia 3	1619-1700 Walnut Street Bldg.	Washington 6, D. C.	1144 Cafritz Bldg.

PLANTS IN BIRMINGHAM, CHICAGO, SALT LAKE CITY AND GREENVILLE, PENNSYLVANIA



"What Enriches the South Enriches the Nation"

Dollar Shortage

(Guest Editorial)

All this talk about dollar shortage among the nations of the world, which we have been hearing about for a number of years, now, and which is growing rampant again, is intriguing. Particularly the type of thinking among the governmental leaders of these nations, concurred in by many of our own leaders in high office, that it is the responsibility of the United States to see that this shortage is remedied.

As if the ills of the world could be remedied by pouring our dollars into those nations who claim they have a shortage! Are we so naive as to believe the time will ever come when there is not a dollar shortage so long as we are willing to hand them out?

As a matter of fact, if both we and they only knew it, our outpouring of dollars in recent years is the cause of this so-called "dollar shortage." It actually is not a dollar shortage; it is a goods shortage. More than that, it is a morals shortage.

Our hand-out of dollars has encouraged laziness and discouraged self-reliance. This situation can be illustrated by almost the ultimate in illustrations; namely, the fact that we are now "carrying coal to Newcastle."

Britain has traditionally depended upon the export of coal to pay for much of her imports, but under socialism, Britain started importing coal from the United States. The coal was still in the mines in abundance, but the coal miners had become accustomed to being taken care of by their government—their own or ours—and they simply wouldn't dig the coal sufficient to supply their own needs, much less for export.

The British weren't able to buy as much of our coal as they wanted, due, they said, to a dollar shortage. But a dollar shortage wasn't their real trouble; their real trouble was a shortage in thrift and energy and self-reliance. Britain didn't need more dollars to buy coal; Britain simply needed the efficiency of private operation of their coal mines rather than the bungling

of government operation; Britain simply needed the incentive of free enterprise rather than the stagnation of state socialism.

There was a time back in the early days of our own country when we had a pound sterling shortage and a doubloon shortage and a guilder shortage and a lot of other shortages in the world currencies we were using at the time. This shortage has been taken care of in the succeeding years in the only way it can be done soundly and honestly—by the hard work and thrift and ambition of the people of the United States.

It is not to be believed this nation would ever have amounted to any more than a tinker's dam had these currencies been handed to us on a silver platter. People just don't make progress that way.

Now, that the United States has attained a position of preeminence among the nations of the world and the American people have attained the highest standard of living the world has ever known, we would do well to give recognition to, and regain, the qualities that built our economy in the first place. The fact that is going to bring us up with a jolt some of these days before long is that the actual dollar shortage—honest dollars, that is—is right here in our own country.

As long as we have dishonest dollars in this country—and we have had them ever since we went off the gold standard in 1933—we shall have a dollar shortage. At least, that's what we shall call it, but actually it will be a shortage in morals. As long as we can print dollars without having any honest value back of them—and that we are constantly doing—the supply of money will continually outstrip the amount of goods produced. This will cause prices to continue to rise, thus giving the illusion of a dollar shortage, when actually all we need to do—in our country as well as in the rest of the world—is to go back to a sound currency and the willingness to work for a living.—*Thurman Sensing*

Vishinsky Analyzes the Stock Market

Speech before United Nations General Assembly in Paris
a masterpiece of garbling and distortion.

By Robert S. Byfield
Financial Editor

AT the Palais de Chaillot in Paris on November 8th, Andrei Vishinsky, member of the Politburo and leader of the U.S.S.R. delegation to the sixth General Assembly of the United Nations made a speech. Full, as usual, of vituperation for and abuse of the Western nations, and particularly the United States, he devoted an unusually large amount of time to economic and financial matters. He has done this on previous occasions and his remarks have largely gone unchallenged. Now he resumes the dispensing of his venom on a wide scale and with certain intimacies of detail which to the unguarded and uninformed might offer strong semblance to realities.

In brief, he called attention to the "unsound condition" of the American economy because of war inflation, the "bloating of budgets" and the piling up of "direct and indirect taxation." In almost the next breath he accused us of a "yearning for war, the desire to make a fortune out of war and to promote gigantic profits. These cannot be covered up by words of peace or turned into actions for peace and so on, the spurious character of which is exhibited by deeds, day by day and hour by hour throughout our life. This is the inspiration of the monopolist people who regard war as a money-making proposition to bring in profits, as Generalissimo Stalin has said." He continued with the long familiar diatribes about the "ruling people of the United States of America" for whom the war is being concocted. He stated that the "whole foreign policy of the United States is nothing other than the preparation for a new war in order that American monopolies can again make tremendous profits." Again, a few minutes later he referred to the "American monopolists who are thirsting for new and greater profits, even at the cost of the greatest scourges and sacrifices of all mankind." Once more, later on he emphasized an unwillingness on the part of the U. S. to end the war in Korea "because the American billionaires and millionaires do not want that to happen since they are raking in tremendous profits from the continuation of the hostilities."

Midway in his 90-minute speech Vishinsky shifted from his discussion of the economic situation in the United States to an analysis of the stock market. Here are his startling remarks, which this observer, on hearing them delivered through his earphones, could scarcely believe: "American business circles openly concede that they are terrified by the danger of peace. On the American stock exchange

and other exchanges, as the American press has repeatedly pointed out, the quotations of shares soar when the continuation of the war in Korea seems probable, and on the other hand, quotations slump when it appears that peace will finally be achieved in Korea. American billionaires and millionaires, having launched aggressive warfare in Korea, see in it a source of enrichment." This, as the saying goes, is one for the book.

To those of us who have spent our entire careers in the securities business in the United States it might at first blush seem foolish and, in fact, fruitless to enter into a serious discussion of Vishinsky's remarks. Yet, few if any of the delegates of the 59 countries which comprise the membership of the United Nations are experienced economists. It is doubtful whether many members of their staffs have had training in finance. It would be unrealistic to assume that they would be in a position to refute or rebut Vishinsky out of their own knowledge or of facts in their personal possession. We do not intend to imply that Vishinsky could convince them by his diatribes because most of them know enough about America and Americans to enable them to separate propaganda from facts. And then there are hundreds of millions of people throughout Western Europe, in Africa, the Middle East and the Far East who have practically no knowledge of America or what actuates Americans and who are absolutely uninformed about the industrial and financial facts of life in the United States. Of course, this last statement unfortunately applies to many Americans themselves. We are convinced that the Vishinsky type of economics must be diligently monitored and exposed for what it is, wherever and whenever it appears, particularly in a world-wide forum such as the United Nations. This procedure may be novel for the Anglo-Americans who are more prone to operate along the line of general principles than the French, who are extremely logical and the Asiatics, who are meticulous. A failure to meet Vishinsky at every point might be interpreted as a weakness or an acquiescence; on the other hand, factual rebuttal, devoid of invective, might if persistently carried out, have the effect of demonstrating the unreliability of Soviet economics and financial arguments.

For their own part the Soviets obviously have a world-wide dragnet of economic information. They utilize every government publication, every public utterance, every magazine article, radio

broadcast and every economic bulletin. Communist party organizations everywhere feed their clippings, data and documentation into the final possession of the Kremlin. Not having access to this torrent of paper, we do not know its composition. We suspect, however, that the revolutionaries of the Kremlin, working 168 hours a week, 52 weeks a year, operate under some master plan, asking their agents and correspondents all over the world for certain data to prove certain points. The latter are hardly objective; they send to Moscow what Moscow would like to hear and what is likely to implement the current "line."

The Vishinsky speech gives some evidence of the existence of an apparatus of this type. There is reference to the July issue of the National City Bank of New York's bulletin which, it is alleged, "candidly admits that any diminution of armament expenditure would make the situation of the monopolists untenable." Then there is a reference to something said by President Truman at a press conference warning "that an armistice in Korea would lead to a slowing down of the armaments program and that . . . would be the most catastrophic thing that could possibly happen in the United States." And further is a remark made by Edward Rubin, President of Selected American Shares, Inc. of Chicago, in addressing a bankers' conference in Los Angeles, to the effect that "if peace is achieved, it is difficult to imagine what will replace the armaments program as a support of our economy." Each of these items has been lifted out of context to prove what the Kremlin wants to prove; President Truman, Mr. Rubin and Mr. Temple (who writes the National City Bank letter) are characterized as war-mongers by innuendo. This is an ancient and hackneyed propaganda trick. Logicians call it the "fallacy of the isolated absolute." There seems to be no limit to the exertions to which the Kremlin will go to attempt to bolster its prefabricated slogans with facts.

And, of course, in the final analysis, the Vishinsky economics offer a lush and encouraging field for dissection. This column will not afford space for more than two examples. First, Vishinsky tells the U. N. that the economies of the United States and its allies are disintegrating because they are rearming. But they are being forced to rearm because the American "millionaire monopolists" are greedy for profits. He fails to explain how profits are going to get larger when an economy is falling apart. Second, Vishinsky's thesis is that our rearmament is pleasing to the "millionaire monopolists" because it is bringing them gigantic profits. Well, his economic sleuths in the United States have not alerted him on that one. Profits have been slipping for a year now. Based on estimates of the President's Council of Economic Advisers and with adjustments for the higher taxes of the new Revenue Act, earnings would run about as follows on an annual basis: 4th Quarter 1950, \$27.8 billion; 1st Quarter 1951, \$23.3 billion; 2nd Quarter 1951, \$19.3

(Continued on page 52)

Textile Building Dedicated at Clemson Celebration

"Textile Day at Clemson" also features the awarding of honorary degrees and open house at the School of Textiles

MORE than 20,000 people visited the Clemson College campus Friday and Saturday, November 2nd and 3rd, to make this the biggest weekend in the history of the college. The chief attractions for this crowd were "Textile Day at Clemson," featuring the dedication of the textile building, Sirrine Hall; the awarding of honorary degrees to twenty-eight leaders in textiles and other fields; and open house at the School of Textiles.

Named in honor of the late J. E. Sirrine of Greenville, S. C., a prominent engineer for the textile industry and a trustee of the college during his lifetime, the building itself was completed in 1939 at the cost of \$400,000. Since that time it has been filled with over \$300,000 worth of the latest textile machinery and laboratory equipment through the combined efforts of the textile industry and the state legislature. Today in 1951 it stands as a completed unit unparalleled for its purpose.

The dedication ceremony was held in the college chapel at 10 o'clock Saturday morning. Gov. James F. Byrnes, a life trustee of Clemson, delivered the principal address on the role of industry in South Carolina's progress. Immediately following the Governor's address, Pres. R. F. Poole awarded the honorary degree to twenty-eight outstanding men who have made important contributions to the progress of South Carolina either through their business or outside interests.

Afterwards the recipients of the degrees and distinguished guests were taken on a guided tour of the Textile School, following which they were honored at a buffet luncheon in the Field House. Also present at this luncheon were members of the South Carolina Division of the Southern Textile Association which abandoned its usual fall meeting to be present at the dedication ceremony.

Two new courses have been added to Clemson's textile curriculum this fall as a part of the college's plan to keep abreast of the rapidly expanding textile industry in the South. These new subjects, Rayon Throwing and Warp Preparation and Woolen Worsted Yarn Manufacturing, are the most recent additions to the textile program following the inauguration of a full major in Knitting which came two years ago and which produced its first ten graduates in June.

Clemson was one of the first schools in the country to offer college level

courses in textiles. Since 1898 it has placed more than 1300 graduates in the industry, mainly in the South, holding positions at all levels from beginners in training programs up to presidents of large textile concerns.

Before World War II the cotton system

was emphasized in textile instruction at Clemson and there were two major courses of study, Textile Engineering and Textile Chemistry and Dyeing. Since 1946 there has been an increasing stress on the processing of synthetic fibers and a reorganization of the curriculum. A new major course in Textile Manufacturing was developed to which the full option in Knitting was added in 1949.

No special course in synthetic fibers has been added with the exception of Rayon Throwing and Warp Preparation. Their processing is taught and carried along in the same courses as cotton manufacturing so that the students see these new fibers in process along with the cotton.

The philosophy of the Clemson School of Textiles centers around educating its students in the broad concepts of textiles. In these times, called "the age of textile renaissance" by many, emphasis is being put on advanced education in techniques which have been virtually ignored in the five thousand year history of the textile industry.



View of some of the equipment in the spinning laboratory, in the Sirrine Textile building, in which cotton and worsted spinning frames from all the leading companies are installed.



An aerial view of the J. E. Sirrine Textile Building at Clemson which was dedicated early in November, although built several years ago.

Auto, Appliance Industries Build New Plants to Serve Southern Market

By Sidney Fish
Industrial Analyst

THE Southern market is steadily building an airtight case in favor of the location of more automotive and appliance plants in its area. Large gains in purchases of consumer durable goods in the South is influencing plant expansion.

Autos—Within the last year, following the outbreak of war in Korea, several notable gains have been made in the building of more consumer durable goods production capacity in the South. Chrysler Corporation, the most highly centralized of the Big Three in the auto industry, has made a good start towards setting up a Southern group of tank plants, with the main assembly plant at Newark, Del., and the tank engine plant in New Orleans. Engine accessories, castings and forgings, too, will be bought from Southern producers. Some day, Chrysler's new Southern assembly and engine building plants will be making autos for peace.

General Motors, too, has entrenched its Southern position with its plan to build a new "dual purpose" plant at Arlington, Texas. This plant on a 255 acre site between Dallas and Fort Worth initially will produce Grumman Navy fighter planes under a license from the Grumman Aircraft Engineering Corp. But this plant, too, will have capacity for assembling General Motors Buick, Oldsmobile and Pontiac cars.

The General Motors choice of a location for this Grumman plant is more than a tribute to the strong strategic position of the South, as an area where Russian bombers would have difficulty in knocking out key facilities. It reflects General Motors' guess that the rich Southwest market will become an increasingly important area for automobile sales. General Motors already has Buick-Olds-Pontiac assembly plants at Kansas City, Mo., and Atlanta, Ga. But apparently the company feels that these plants will be needed to take care of demand within their own area, and that substantial freight charges could be saved by locating the new plant in Texas. The latter will be the first automobile assembly plant in the Southwest. It will draw its tires, textiles, plastics, aluminum and other materials from a new group of Southern industries.

Appliances—Taking a leaf from the book of the auto companies, the big appliance companies have been setting up important new defense plants which will become appliance plants either immediately or as soon as the international crisis eases. General Electric is building

its new Appliance Park at Louisville, Ky., where it will build defense equipment initially. At a later date, this will become the most important center of appliance production of all General Electric plants. Other new Southern plants are envisaged by General Electric officials, in the Southeast and the Southwest, as part of the company's \$450 million decentralization program during the next four years.

Westinghouse and Avco Manufacturing are two other leaders in appliances that have been placing greater emphasis on Southern plants. Avco already has a large plant in Tennessee. Westinghouse has built a lamp plant in Arkansas and has just bought a plastics plant at Hampton, S.C.

Gain in Auto Registrations Means a Great Deal to South—Figures just released by the Automobile Manufacturers Association, show large gains in Southern auto registrations during 1950. These figures indicate why the makers of automobiles and appliances are giving more attention to the Southern market as a key production area.

Passenger car registrations in fifteen Southern states in 1950 totaled 10,390,000 or over 25 per cent of the nation's total of 40,315,000 cars. State after state in the South recorded registration gains running for beyond the nation's average gain of 10.7 per cent in registrations in that year.

Thus, Texas, with 2.3 million passenger cars, racked up a net gain of 16.1 per cent in registrations in 1950. North Carolina, with 833,177 registrations, scored a gain of 15.3 per cent. Florida, with 798,502 cars, showed a gain of 15.0 per cent.

Virginia, with 738,069, showed a gain of 11.0 per cent, only slightly more than the national average. But Georgia, with 693,821 cars, made a gain of 14.5 per cent; Tennessee, with a gain of 15.1 per cent, had a total of 672,966; Kentucky, with 604,473, made a gain of 14.4 per cent; Louisiana, with 550,491, showed a gain of 17.5 per cent; Maryland, with 576,102, gained 12.3 per cent. Mississippi gained 11.1 per cent and Arkansas 12.4 per cent. Only South Carolina, with a gain of 10.3 per cent; West Virginia, with a gain of 9.6 per cent; Oklahoma, with a gain of 10.6 per cent were slightly below the national rate of gain in 1950.

Truck registration figures in the South for 1950 also show substantial gains. Texas, with 633,000 trucks, needed only 20,000 more to equal or pass California, the nation's leading state in truck

ownership, and it may have achieved that Number 1 spot in 1951. All of the Southern States are now large users of trucks, tractors, buses and other mechanized equipment. The gains in this field reflect increased industrialization, as well as greater prosperity of the diversified Southern farms.

Over the last ten years, the South has truly recorded remarkable gains in passenger car ownership.

Here are gains recorded by some of the leading Southern states in passenger car registrations for that decade:

Florida, 735,201 cars, or 74.1 per cent; Tennessee, 579,463 cars, or 60.5 per cent; Louisiana, 521,701, or 58.3 per cent; Tennessee, 509,503 cars, or 57.4 per cent; Alabama, 328,336, or 54.1 per cent. Other percentage gains: Virginia, 51.9; Georgia, 50.2 per cent; Arkansas, 50.1; Mississippi, 48.4; North Carolina, 46.8; Kentucky, 45.2, and South Carolina, 38.0.

Those gains are the more remarkable when it is noted that every Southern state showed a gain larger than the national average gain of 36.1 per cent in passenger car registrations for that decade. The gain for the entire South for the ten year period was close to 50 per cent, or well above the national average.

Car and truck ownership is a good measure of prosperity. It is equally important as a measure of the skills and service facilities available in any area. Employment in the highway transport industry has soared in Southern states. One out of every seven persons employed in the United States is now accounted for by the auto industry—in manufacturing, petroleum refining, sales and servicing, road repair, truck and bus driving, etc. The South now has its full share of these skills, which are available for the needs of defense or civilian industry. The auto thus is facilitating the industrialization of the South by providing a pool of new skilled workers.

Thus, Texas has a total of 597,000 workers accounted for by the highway transport industry. This includes 3,045 in the making of vehicles, parts or tires; 43,600 in petroleum refining; 122,000 in sales and servicing; 20,000 in road employees of the Federal, State or county Governments; 397,000 truck drivers and other truck company workers; and 9,888 in the bus industry.

The workers in these fields are among the most highly paid of all industrial workers and their earnings contribute substantially to the South's purchasing power.

The growth of the auto ownership in the South also means substantially larger retail sales. In the nation as a whole, new and used vehicle dealers retailed \$14 billion of vehicles and \$4 billion of other products in 1948, the latest year for which figures are available. In 1950, when over 8 million cars and trucks were produced, the retail volume must have been substantially larger than in 1948, when production totaled only 5.2 million cars and trucks.

(Continued on page 52)

Thomas Martin Honored At Dinner in Birmingham

Thomas W. Martin, Chairman of the Board of Alabama Power Company, was honored in Birmingham on Tuesday night, November 13 for his contributions to the development of Alabama and the South at an appreciation dinner attended by 500 guests from all parts of Alabama and many other States. Col. William J. Rushton, president of the Protective Life Insurance Company, of Birmingham, served as toastmaster.

Mr. Martin was hailed as "Alabama's foremost citizen" by General John C. Persons, president of The First National Bank of Birmingham, who delivered the

the speaker, were the founding and development of Southern Research Institute in Birmingham and the organization of the Alabama State Chamber of Commerce. The speaker also gave credit to Mr. Martin for successful leadership of the effort to have General William C. Gorgas recognized in New York University's Hall of Fame and for many other activities in behalf of schools, churches, hospitals, philanthropies and civic causes.

General Persons reminded his audience that Mr. Martin had received numerous honors, among which were honorary degrees from the University of Alabama and Cumberland University, decorations by France and Finland, designation as "Man of the Year of the South," nomination as one of the Nation's 50 leading businessmen, and citation by the Southern Association of Science and Industry for "Distinguished Service" to this region.

The committee in charge of arrangements for the dinner were Rucker Agee, Robert Gregg, General John C. Persons, Clarence M. Pinson, and Colonel Rushton.

Southern Railway Changes Presidents

Ernest E. Norris, president of Southern Railway since 1937, is retiring at his own request on December 31, and Harry A. DeButts, the railway's vice president-operation, has been elected to succeed him as president effective on January 1.

The announcement was made recently after the meeting of the railway's Board of Directors which also announced that Mr. Norris has been named Chairman of the Board, effective on January 1.

D. W. Brosnan, the railway's general manager (central lines) at Knoxville, Tenn., was elected vice president-operation, with headquarters at Washington, effective on January 1, to succeed Mr. DeButts.

From humble positions with the Southern, both Mr. Norris and Mr. DeButts worked their way up through the ranks to the presidency of the Railway that "serves the South."

Mr. Norris was born at Hooperston, Ill., January 21, 1882, and started his railroad career in 1900 as a telegraph operator for the Chicago & Northwestern Railway at Arlington Heights, Ill. He has been with the Southern since 1902 when he was employed as a car service agent at Washington, D. C. (MR Feb. '49.)

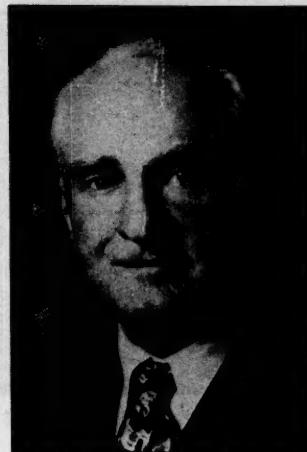
Mr. DeButts was born at Delaplane, Va., on October 13, 1895, and was graduated from Virginia Military Institute at Lexington, Va., in 1916. He entered the service of the Southern on July 6, 1916, as a student apprentice and subsequently served as section foreman at Beuna, Va. In June, 1917, he was appointed general yard foreman at Alexandria, Va., and in November of that year he was promoted to assistant track supervisor at Strasburg, Va.

appreciation address. General Persons reviewed Mr. Martin's career of public service and declared that "no other man has contributed so tirelessly of his time and effort over a long period of years and advanced so successfully the economic, educational and cultural interests of our State and section."

Salutations to Mr. Martin were given at the dinner by William C. Wilson, honor student of the School of Business Administration of the Alabama Polytechnic Institute, and Dr. John M. Gallalee, president of the University of Alabama.

Reviewing Mr. Martin's outstanding career, General Persons recounted the prodigious expansion of the Alabama Power Company's facilities and service under his foresighted guidance and the role the company has played in the agricultural and industrial development of the State. He declared that Mr. Martin has given this utility a character which had won for it the confidence and high esteem of the people of Alabama.

Among Mr. Martin's other contributions to the public welfare, mentioned by

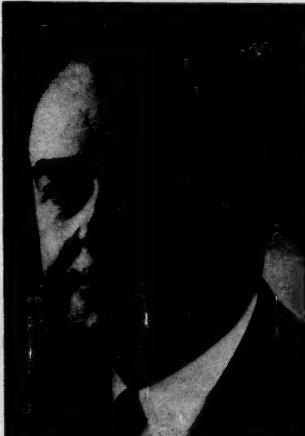


Ernest E. Norris
Chairman, Southern Railway

From June 1, 1918, until June 1, 1919, Mr. DeButts served in the United States Marine Corps. He returned to the Southern as assistant track supervisor at Manassas, Va., and was subsequently promoted to track supervisor at Strasburg, in October, 1919; to assistant trainmaster at Birmingham, Ala., in December, 1920; to trainmaster at Sheffield, Ala., in June, 1921; and to assistant superintendent at Sheffield in November, 1923.

Mr. DeButts was promoted to superintendent at Selma, Ala., on June 18, 1924, and during the next five years he served successively as superintendent at Macon, Ga., Alexandria, Va., and Greensboro, N. C. In April, 1930, he was appointed general superintendent at Danville, Va., and in August, 1934, he was promoted to general manager with headquarters at Charlotte, N. C.

He was appointed vice president in charge of Operation, Southern Railway System, at Washington, on October 21, 1937.



Harry A. DeButts
President, Southern Railway



Thomas W. Martin
Chairman, Alabama Power Co.

DECEMBER NINETEEN FIFTY-ONE



Exterior view of part of the O'Neal Steel plant. O'Neal is one of the nation's largest fabricators of steel buildings.

O'Neal Steel

Bright Star in the Industrial South

THE South and Industrial expansion have become as synonymous as once were Cotton and the South. To bridge the gap between the old agricultural and the new industrial, there is no vehicle more appropriate than the story of O'Neal Steel.

The usual conception of a steel plant is a huge pile of ungainly buildings, jumbled together, in a sordid setting. And that idea is correct more often than not.

So, one is surprised as well as delighted when coming to the O'Neal Steel Works plant in the eastern section of Birmingham. There are indeed large buildings, but they are light and graceful of appearance, with long banks of

windows carrying a strong architectural line. These buildings are in an orderly array and they are set well back from the road.

Between the buildings and the public road is a wide lawn, well tended, and the roads and paths inside the property are bordered with rose beds. On this lawn stands the neat red brick two-story building which houses the offices of the company.

The whole establishment carries an air of a pleasant park or private estate. It is perhaps difficult to realize the huge amount of heavy fabricating done at this tranquil-seeming plant.

The present O'Neal plant did not arise from any one circumstance but is the

culmination of a long and strenuous series of forward moves.

Beginnings—It all started back in 1922. Kirkman O'Neal, graduate of the U. S. Naval Academy, had seen service during World War I as an officer aboard destroyers in the Atlantic. Following the war, an eye injury forced his retirement from active service.

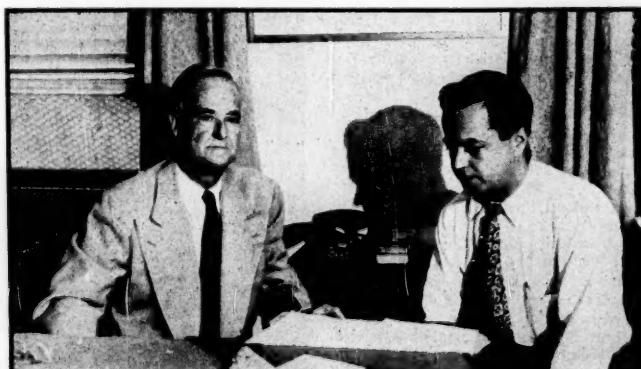
After trying short periods of employment with firms dealing in steel, young O'Neal undertook the adventure of forming his own company, setting up under the name of Southern Steel Works. Using borrowed money for capital, operations started in 1922 in a small shed on the West side of Birmingham, with only five employees. The early activities of the new company were on a restricted scale, yet steadily a reputation was built for giving prompt and efficient service.

The depression struck the steel business everywhere but Birmingham was probably its worst victim. Southern Steel Works was hard hit. However, the company managed to keep its employees off welfare rolls by housing them rent-free in company houses. Community gardens were grown. Whenever a job was booked, the amount of available payroll was divided equitably among the men.

Emerging from the depression, the company plugged away, and by 1938 the first little shed had grown to buildings sprawled all over the property; and still the plant facilities could not keep up with the orders.

Expansion—A new site on the East side of Birmingham was purchased and plans drawn for a structure which would take care of the continued growth and expansion of the company. Many new features were included in the new building. A unique column design cut almost half the tonnage of vital steel out of the frame without sacrificing structural strength. One of the South's first jobs of dynamic painting went into the interior, with a restful blue for the walls, yellow for moving parts, red for electrical equipment. Ground was broken for this plant in May 1942.

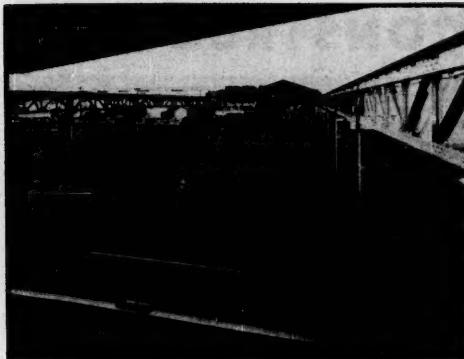
Contributions to the War Effort—One month after the new plant was begun,



Kirkman O'Neal, president of O'Neal Steel and his son, Emmet, the firm's vice-president in charge of production.



Section of the O'Neal plant interior.



View of the warehouse yard (before Korea).

Army Ordnance contracted for 100-pound general purpose bombs, production to start at the rate of 5,000 a month beginning October 1. The Navy ordered a 16,000-ton floating dry-dock, and superstructure and gun decks for 42 destroyer escorts. While the plant was rushed to completion, bomb and ship lines were being tooled for production. Company officials decided to design and make their own equipment to save time. Production was started on schedule and exceeded expectation.

An emergency order for poison gas bombs came in April 1943. O'Neal tooled up a new line and the Southern Steel Works was in full production of 16,000 per month by June. Shortly thereafter, Army Ordnance contracted for 4,000 20-pound fragmentation bombs per day and this order, too, was filled on schedule.

From Normandy to the Pacific jungles, our nation's fighting men were served by O'Neal products.

In December 1944 Col. Tobin, in charge of bomb procurement in Washington, brought to Mr. O'Neal a blue-print of the new and deadly fragmentation bomb to be used on D-Day. He wanted to know if the company could get it into production by April. O'Neal produced the weapon, so powerful it would burst into approximately 5,000 pieces and kill at a distance of one mile. Thus O'Neal Steel helped prevent the Germans from bringing up reinforcements to repel the Yank invasion.

Southern Steel Works was the nation's largest manufacturer of 100-pound GP bombs, the bomb used so effectively on the Japanese in the jungles. A new method of machining bombs was developed which cut in half the time required in other plants. The company was awarded the Army-Navy E with two additional citations for outstanding production.

At the peak of wartime activities, the company employed 1300 men, operated 24 hours a day six days a week and was shipping approximately 4,000 tons of bombs per month.

Post-war—After the war, the company quickly converted to the building of

peace, manufacturing structural steel for buildings of all types. Kirkman O'Neal's son, Emmet, an engineering graduate of Vanderbilt University, returned to the company as vice president in charge of production after serving in the Navy during the war.

In the autumn of 1948 it was decided that the impersonal name, Southern Steel, had long outlived any usefulness. As of January 1st, 1949, the name of the company was changed to O'Neal Steel Works.

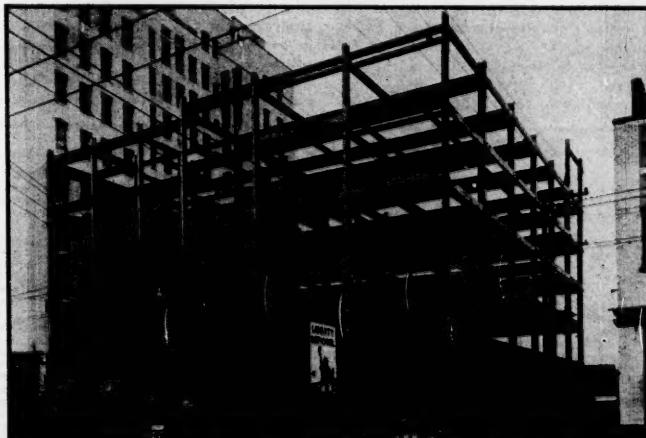
Under the new name the old and tried policies have been carried forward. New business has continued to pour in, even taxing the capacity of the large plant.

Among contracts recently fabricated are: a large theatre building for Nashville; a 1,300 ton power plant and a 5,000 ton paper mill for Florida; an auditorium for Miami; light towers for Birmingham's Legion Field; a football stadium for Gadsden; an express terminal in New Orleans; additions for the Bir-

mingham Trust National Bank and for the Liberty National Life Insurance Company; buildings for Chrysler Corporation's plant for manufacturing tank engines.

There are actually two companies at the Eastside plant. O'Neal Steel Works, in addition to being one of the nation's largest fabricators of steel buildings, also produces crane ways, cupolas and conveyors. O'Neal Steel Company maintains the Southeast's largest steel warehouse, giving overnight service in its own fleet of trucks within the territory.

The O'Neal organization is proud of its growth, from its small beginnings to its present size, and is particularly proud of the fine relations between employees and management that has gone along with that growth. Many of the men who were with O'Neal in the early days of the little shed on the Westside are now key supervisors on the production lines in the big Eastside plant of O'Neal Steel.



O'Neal fabricated steel for the addition to the office building, shown above.

CONSTRUCTION



Hula Dam, built in the Tulsa District of the Corps of Engineers, by Mitrity Brothers Construction Co., of Los Angeles, Calif. It is located on the Caney River just south of the Kansas line.

November Awards Total \$221,116,000

By S. A. Lauver
News Editor

SOUTHERN construction totaled \$221,116,000 in November.

The figure pushed the value of contracts in the sixteen-state area to \$5,293,302,000 for the elapsed period of this year, which already has set an all-time record.

According to reports in the *Daily Con-*

struction Bulletin of the MANUFACTURERS RECORD, construction in the South this year is valued at a figure not only higher than that for any comparable period but in excess of all previous twelve-month totals.

The current eleven-month aggregate is almost nineteen per cent larger than that

for the entire year of 1950. Last year represented the previous peak for southern construction.

The 1950 figure was \$4,369,152,000. Other postwar twelve-month totals were the \$3,205,021,000 for 1949; the \$2,830,038,000 for 1948; \$1,984,654,000 for 1947 and \$1,797,532,000 for 1946.

Nineteen fifty-one's banner \$5,293,302,000 embraces \$2,271,793,000 for industrial construction; \$954,957,000 for private building; \$748,501,000 for public building; \$750,741,000 for heavy engineering type construction, and \$567,310,000 for highways and bridges.

The \$2,271,793,000 industrial contract total is almost three times the size of its eleven-month counterpart of last year. Two huge atomic energy plants, together with multi-million dollar expansions in the South's metals and chemical industries contributed substantially to the current figure.

Private building, with its \$954,957,000 total thirteen per cent lower than the level prevailing for such work at this time last year, is showing the effects of federal restrictions.

Residential building is the influencing factor in the private field. In the first eleven months of 1951 the total value for

SOUTH'S CONSTRUCTION BY STATES

	November, 1951		Contracts Awarded		Contracts Awarded	
	Contracts Awarded	Contracts to be Awarded	First Eleven Months	First Eleven Months	First Eleven Months	First Eleven Months
Alabama	\$13,343,000	\$76,315,000	\$282,355,000	\$157,811,000		
Arkansas	547,000	19,759,000	148,651,000	136,562,000		
Dist. of Col.	314,000	4,830,000	34,538,000	40,569,000		
Florida	18,225,000	59,778,000	489,277,000	367,773,000		
Georgia	9,141,000	39,900,000	216,177,000	146,127,000		
Kentucky	6,514,000	170,156,000	50,589,000	51,189,000		
Louisiana	32,637,000	161,941,000	403,344,000	322,156,000		
Maryland	14,691,000	53,045,000	376,494,000	381,966,000		
Mississippi	3,686,000	24,897,000	151,667,000	129,049,000		
Missouri	11,397,000	24,240,000	169,261,000	225,134,000		
N. Carolina	28,844,000	61,149,000	338,673,000	336,975,000		
Oklahoma	5,233,000	126,464,000	78,469,000	122,063,000		
S. Carolina	9,790,000	11,089,000	491,235,000	105,624,000		
Tennessee	6,040,000	65,000,000	219,377,000	206,553,000		
Texas	46,052,000	274,961,000	1,000,180,000	800,000,000		
Virginia	11,585,000	69,298,000	291,167,000	223,707,000		
W. Virginia	1,196,000	76,453,000	53,126,000	22,414,000		
TOTAL	\$221,116,000	\$1,320,940,000	\$3,293,302,000	\$3,731,620,000		

such work in the South is set at \$765,168,000. This is at practically the same level as in the first eleven months of 1950.

Other elements in the private building total are the \$76,547,000 for assembly buildings; the \$57,063,000 for office buildings and the \$56,179,000 for commercial buildings. Declines in these three categories range from the thirty per cent in value of assembly building to the forty-three per cent in commercial projects.

Heavy engineering type construction so far this year totals \$750,741,000. All financed by government agencies, this type of construction is valued sixty-four per cent greater this year than in the eleven-month period of 1950.

Dams, drainage, earth and airports, the largest combination in the heavy construction field, in the eleven months together are valued at \$557,672,000. This is almost two and one-half times the size of the total for the same period of last year.

A gain of almost eight per cent was registered in the current value of sewer and water work. The total for the eleven months in this category was \$137,688,000, as compared with the \$127,764,000 in the similar months of 1950. Government electric projects has almost halved. The total is \$55,381,000.

Highway and bridge construction is another field that this year has shown stability. The total for the current eleven months is \$567,310,000. Last year at this time, the figure stood at \$557,564,000.

Public building is down. The eleven-month total is \$748,501,000. In the same fraction of 1950, the value of such work was \$794,634,000. This represents a difference of practically six per cent. Components in the current total are \$406,600,000 for government buildings and \$341,901,000 for schools. Difficulties in obtaining allotments of steel have helped reduce the school aggregate.

November's \$221,116,000 for construction below the Mason and Dixon line is made up of \$110,710,000 for privately financed work and \$110,710,000 for publicly financed projects.

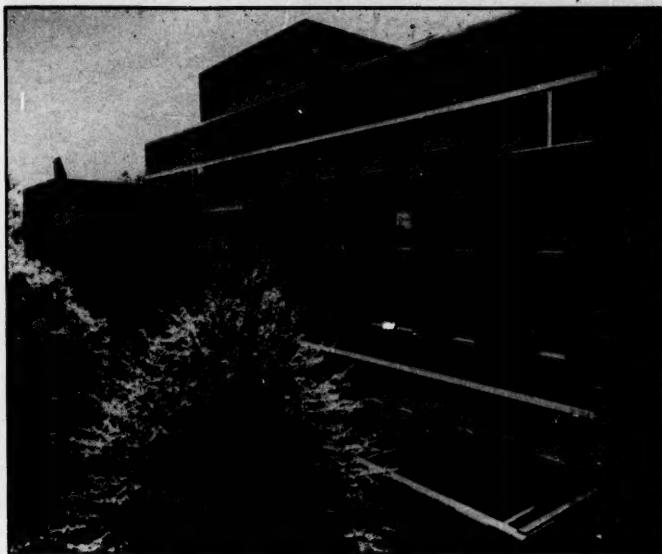
The private work includes \$64,211,000 for general building and \$46,499,000 for industrial construction. In the other category are \$32,369,000 for public buildings; \$42,187,000 for engineering projects and \$35,350,000 for highways and bridges.

Private building, as usually prevails, is substantially residential construction. The \$51,841,000 for dwelling type building represents eighty per cent of the total and is twenty-five per cent under the figure for such work in the preceding month.

The balance of the private building total includes \$6,744,000 for assembly buildings, \$3,128,000 for office buildings and \$2,498,000 for commercial buildings. The largest decline—seventy-one per cent—was in commercial building. Drops in the other two were forty-six and fifty-eight per cent, respectively.

Industrial construction ranked second in value in the November picture. The \$46,499,000 figure was a drastic drop from the preceding month's total and momen-

CONSTRUCTION



New 100-bed addition to Wayne Memorial Hospital at Goldsboro, N. C. T. A.
Loving Co., local contrs., A. J. Maxwell, Archt.

tum in the scramble to expand is reportedly slackening.

Sufficient structural steel for first quarter steel and aluminum expansion programs is understood to exist. Several of the largest projects in these fields are located in the South.

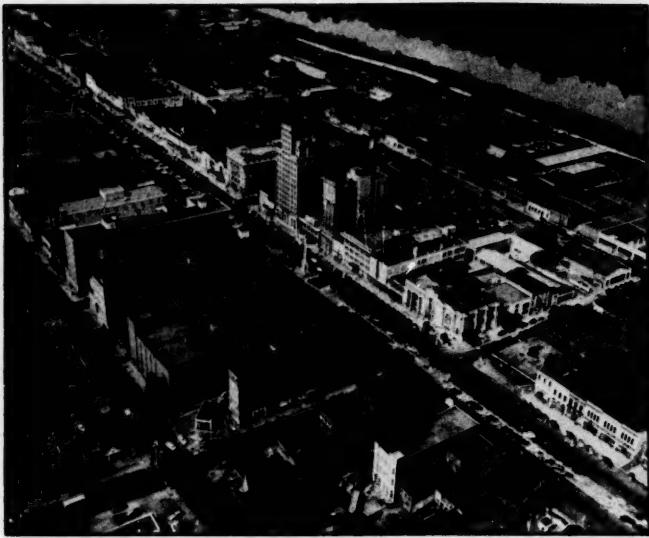
Just how confused the situation is is shown by a report that the State Department has assisted a Moslem Mosque to get steel in Washington, while other churches were denied such material.

Allocations of steel for school construction have revised to permit a number of such projects to proceed. Included were allowances for a twelve-wing addition in Baltimore County and for almost seventy-five per cent of the school projects in the Washington area.

The labor situation is becoming increasingly unsettled. Bricklayers in the Nation's Capital are asking an increase in the hourly rate to \$3.30 an hour. A jurisdictional row halted construction at

SOUTH'S CONSTRUCTION BY TYPES

	November, 1951 Contracts Awarded	Contracts Awarded to be	Contracts Awarded First Eleven Months 1951	Contracts Awarded First Eleven Months 1950
PRIVATE BUILDING				
Assembly (Churches, Theatres, Auditoriums, Fraternal)	\$6,744,000	\$7,575,000	\$76,547,000	\$110,565,000
Commercial (Stores, Restaurants, Filling Stations, Garages)	2,498,000	26,285,000	56,179,000	99,672,000
Residential (Apartments, Hotels, Dwellings)	51,841,000	68,569,000	765,168,000	774,471,000
Office	3,128,000	2,530,000	57,063,000	98,241,000
	\$64,211,000	\$102,950,000	\$954,957,000	\$1,063,949,000
INDUSTRIAL	\$46,499,000	\$429,334,000	\$2,271,793,000	\$359,584,000
PUBLIC BUILDING				
City, County, State, Federal and Hospitals	\$20,233,000	\$32,600,000	\$406,600,000	\$112,974,000
Schools	12,636,000	51,323,000	341,501,000	381,668,000
	\$32,869,000	\$84,923,000	\$748,501,000	\$794,634,000
ENGINEERING				
Dams, Drainage, Earthwork, Airports	\$28,422,000	\$376,941,000	\$557,672,000	\$223,215,000
Federal, County, Municipal Electric	1,713,000	36,687,000	55,381,000	104,912,000
Sewers and Waterworks	12,032,000	18,379,000	137,688,000	127,764,000
	\$42,187,000	\$426,067,000	\$750,741,000	\$455,889,000
ROADS, STREETS, BRIDGES	\$35,350,000	\$284,627,000	\$567,316,000	\$557,564,000
TOTAL	\$221,116,000	\$1,326,940,000	\$5,293,302,000	\$3,731,620,000



Aerial view of the business section of Augusta, Georgia, showing the Savannah River in the background.

Augusta, Ga.— A "New Industrial Giant" Spotlights Southern Opportunities

THE spotlight of opportunity is focused today on the Central Savannah River Area, of which Augusta, Georgia is the center.

When referring to Augusta people are likely to use such extravagant terms as "Miracle City" or "New Industrial Giant" to account for the fact that the city has seemingly doubled its population, tripled its business and industries, and rushed headlong into a golden fast-moving era—almost overnight.

Credit for this Golden Era is popularly given to the billion dollar Savannah River plant of the Atomic Energy Commission which is under construction some 20 miles below Augusta in South Carolina. This project is expected to pour a stream of business into the channels of trade in a widespread area of the Savannah river valley in a manner which may equal or far exceed the similar atomic project at Oak Ridge, Tennessee.

However, this is not the whole story. While Augusta will derive tremendous prosperity and economic expansion because of the Savannah River plant, the area was well on the way to substantial growth before the atomic plant located here. This is a direct result of a program of long-range planning begun 20 years ago.

This program included: (1) the utilization of rich natural resources of the area; (2) the encouragement of new industries; (3) the development of the Savannah river; (4) agricultural expansion, which meant swinging away from cotton as the one money-crop to diversified farming, with emphasis on stock raising for which Georgia's almost year-round pastures are most admirably suited.

Statistics for the decade of 1940-1950 give an accurate picture of Augusta's economic growth, before first news of the atomic project burst suddenly upon the area in December 1950.

Bank clearings rose from \$72,107,226 to \$257,301,923—an increase of 257%, providing justifiable excuse for boasting.

Postal receipts, regarded as one of the best business barometers, increased from \$316,584.03 to \$738,547.68.

Building permits, reflecting the rapidly growing population and expanding business houses, rose from \$1,431,032 to the sizable figure of \$10,909,333.

Residential electricity users rose from 9,073 to 21,285, and the number of telephones increased from 13,038 to 31,862—with a long list of prospective customers waiting for service in both utilities.

Wholesale sales—with figures available only from 1944 through 1950—show a

healthy increase from \$60,624,000 to \$100,980,000.

In retail sales, Augusta has made a phenomenal record. Figures show an increase from \$33,757,000 to \$127,270,665. This upward trend has been even more marked in the first four months of 1951, with Augusta leading—not only the state of Georgia—but the entire Sixth Federal Reserve District.

Augusta is on the threshold of becoming one of the leading cities of the Southeast.

The year 1951 has seen the beginning of construction of the \$1,000,000,000 atomic project covering 202,000 acres in adjacent South Carolina. The plant is being built and will be operated by E. I. du Pont de Nemours and Company of Wilmington, Delaware.

Augusta became revolutionized almost overnight. Workers from all over the country are pouring in to the Savannah River Area attracted by the prospect of lucrative jobs. By June more than 14,000 workers had been employed at the plant. To care for this influx, Augusta and other cities in the area were tossed headfirst into effort to provide housing, food supplies, schools, shopping centers, and other necessities for living.

It has been a prodigious task, increasing every day. But the area has risen to its responsibilities, and, in addition, is extending warm-hearted welcome to the newcomers—with the hospitality for which it has long been famed.

The employment schedule at the Savannah River plant calls for 21,000 workers by January, 1952; 32,000 by August; and 36,000 by October. Peak employment will not be reached until 1953.

To take advantage of this tremendous business potential, more than 50 sound new businesses opened their doors in Augusta during the first half of 1951. In addition to the larger business firms, scores of corner grocery stores, filling stations, restaurants, drug stores, and numerous other small businesses are springing up every day. Rooming houses, tourist courts and trailer parks are doing a land-office business.

The population increase in counties affected by the Savannah River plant, as given in a report issued by the Federal Security Agency, shows an estimated figure of 189,500. Richmond county, Georgia, of which Augusta is the county seat, is expected to have the largest increase, adding 75,000 to its 108,916 population. Aiken county, South Carolina, is expected to add 25,000 to its 53,188 population.

Other counties affected are given as: Columbia county, Georgia, 9,499 population, estimated increase 5,000; Screven county, Georgia, 17,742 population, estimated increase 5,000; Allendale county, South Carolina, 12,475 population, estimated increase 7,500; Bamberg county, South Carolina, 17,603 population, estimated increase 15,000; Barnwell county, South Carolina, 17,174 population, estimated increase 20,000; Edgefield county, South Carolina, 16,608 population, estimated increase 12,000; McCormick county, South Carolina, 9,571 population, estimated increase 2,000.

The Clark Hill Dam, an \$85,000,000 project located about 20 miles northwest of Augusta is almost completed. It spans the Savannah river between Georgia and South Carolina and is a project of the Federal Government.

The Clark Hill project has been developed for the multiple purpose of power, flood control, river navigation, recreation and soil conservation.

One of the chief benefits to be derived from Clark Hill is improved navigation. Water from the Clark Hill reservoir will maintain a 7.3 foot minimum depth in the Savannah river, insuring year round water transportation between Augusta and the Atlantic coast. Army engineers have recommended a 9-foot channel between Augusta and Savannah. There has been a further recommendation that the river channel be widened from 60 to 90 feet.

With a year round channel to the sea assured, river traffic is expected to show a large increase. Barge shipments from as far north as Philadelphia and as far south as Miami by the intracoastal waterway will be possible. Augusta will be again established as an inland port, in a position to secure competitive shipping rates.

Reactivation of Camp Gordon is another economic factor adding to the prosperity of the Augusta area. One of the important Army training centers of World War II, its strength was reduced after the end of that conflict.

Situated a distance of approximately 10 miles from Augusta's business district, Camp Gordon serves as the training school for the Army Military Police Corps, the Signal Corps, and other Army units. The "Famous Fourth" Division of World War II trained at this camp. In addition to its present excellent set-up, an expansion program of some \$5,000,000 has recently been authorized.

Pay day each month at Camp Gordon turns millions of dollars loose which is spent in Augusta and surrounding towns.

Other local Government installations affording large benefits to the area include: the U. S. Arsenal, established in 1816 which employs hundreds of workers in its service as repair base and ordnance depot for the Southeastern area, with many highly skilled workers in its optical and small arms repair shops; the Lenwood, U. S. Veterans Administration hospital, with a capacity of 1,555 beds—of which 1,500 are for psychiatric patients—and which is considered one of the finest equipped and maintained hospitals of the entire Veterans Administration; and the Oliver Annex, recently opened as a general hospital for veterans, and which provides an additional 525 beds. This hospital is surrounded by a 16-acre park which includes one of the finest 18-hole golf courses in the country, designed by Donald Ross.

Augusta's Textile Industry has been integrated into the local economy for more than 100 years. Today, 16 cotton mills and one large cotton waste mill absorb the tremendous cotton crop grown on farms of the Savannah river area.



Administration area of the Savannah River plant of the Atomic Energy Commission, located near Augusta.

The textile mills aggregate more than 30,000 spindles, providing employment for more than 10,000 men and women, and having annual payrolls of more than \$15,000,000. The variety of fine cotton fabrics produced is valued at some \$50,000,000 annually.

As one of the by-products of its cotton industry, Augusta has four cottonseed oil mills, and ranks among the largest cottonseed crushing centers of the Southeast.

The extent of industrial diversification in the Augusta area is shown by the following partial list of products manufactured: cotton textiles, cotton waste products, brick and tile, firebrick and boiler linings, kaolin, cottonseed oil and meal, lumber and hardwoods, wood preserving veneer and millwork, machinery and mill supplies, mine pumps, candy, bedding, food products, flour and meal, bread, soft drinks, dairy products, shirts and pants, brooms, caskets, cigars, furniture, fertilizers, cotton bagging, burlap and cotton bags, chemicals, lubricants, meat products, pottery, ice, meat-curing, coffee roasting, and press-cloth made from human (Asiatic) hair.

Some 25,000 workers are employed in Augusta's manufacturing establishments, with wages totalling approximately \$30,000,000 annually, and annually producing products valued at more than \$100,000,000.

A Vast Agricultural Area, of which Augusta is the center, reaches out to include 20 counties in Georgia and South Carolina. The farmer's money is still the backbone of the local economy.

To maintain a healthy balance between agriculture and trade, a well-planned long-term program has been set up in which local capital is taking a conspicuous lead. Money is available for the purchase of farms, modern farm machinery,

and farm improvements which make for greater efficiency in crop production. The banker is the farmer's friend.

The new agriculture, directed by scientific farm agents and soil conservation men, has put diversification on a practical basis. Cotton is planted in proper perspective to livestock production, dairying and poultry raising—with rotated crops building up the soil and, at the same time, bringing in money the whole year around.

However, the cotton crop is enormous, and Augusta is still one of the world's largest inland cotton markets.

To Keep Things Moving six railroads serve Augusta. Three main airlines schedule 19 flights in and out of Augusta daily. Bush Field, Augusta's municipal air field, is regarded as one of the nation's finest and most beautiful fields. It is constructed to accommodate any type plane. Buses arrive daily from everywhere into Augusta's two fine bus terminals.

Three of the nation's main highways cross here—U. S. No. 1 from Canada to Key West, and U. S. 78 from the Atlantic to Memphis, and U. S. Highway 25 from Port Huron, Michigan to Brunswick, Georgia. The city is also served by U. S. Highway 319. These, plus splendid twin-state net paved roads, favor distribution of merchandise to outside markets by truck. Forty interstate long distance motor lines move through Augusta.

All These Things—touch only briefly on Augusta, as it is today, a city busier than its most ardent booster had dreamed it would be in 1951, and what is more important, Augusta is standing on the threshold of a tremendous future, which the city is facing with confidence and pride. A great future—one with bright potentialities available for every one.

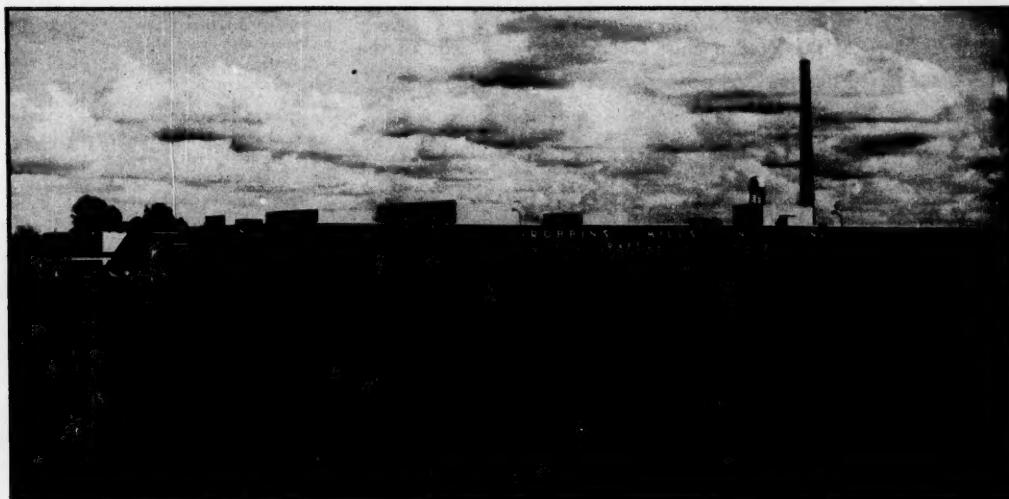
INDUSTRIAL EXPANSION



IN ARKANSAS

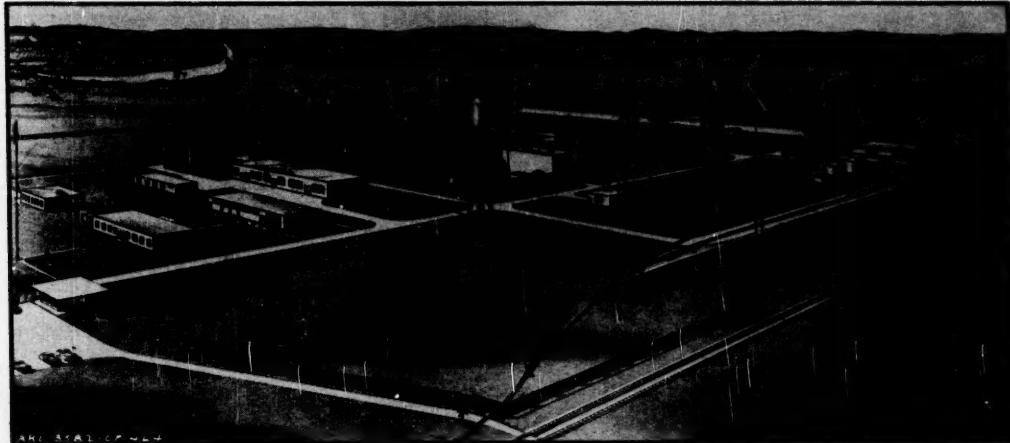
Aerial view of the \$15,000,000 Hamilton Moses kilowatt factory of Arkansas Power & Light Company at Forrest City, which was dedicated at the East Arkansas Industrial Expansion Exposition held in the late summer. This plant, capable of producing 140,000 kilowatts per hour, will be the largest steam-electric generating station in Arkansas, and is designed so that it can be doubled in output. Using 30 million cubic feet of natural gas daily, it makes economic the construction of a huge gas pipeline that will serve all of Eastern Arkansas.

INDUSTRIAL EXPANSION



IN NORTH CAROLINA

Notable addition to North Carolina's huge textile industry is this Raeford plant of Robbins Mills which was recently put in operation. The plant cost more than \$12,000,000.



IN ALABAMA

Mathieson Alabama Chemical Corporation is erecting this chlorine and caustic soda plant at McIntosh. The plant will use the mercury cell process. Chemical Plants Div. of Blaw-Knox is Contractor.

Walking on Air in Dixie

Story of the Welco Shoe Corporation is a saga of the triumph of determination over adversity in a land of opportunity.

If you're "walking on air," it may be because you're wearing a pair of Foamtread shoes. These foam leather footgear are being produced today for 5,000 customer stores in a factory that began on a shoestring just one decade ago in the small community of Waynesville, nestling high in the mountains of North Carolina.

The story of Welco Shoe Corporation comprises one of the richest sagas in the economic history of Dixie. It is a story of the triumph of human ingenuity and determination in a land of opportunity over adversities that once seemed never ending.

Origins Abroad—To start at the beginning, a special process of producing vulcanized sponge rubber soles for shoes was devised by Heinz W. Rollman and members of his family in Germany in 1932.

Heinz' grandfather had started a small shoe business in Germany and Heinz' father had expanded it sharply. Heinz himself entered the business at the age of 16. At the time the depression started in this nation in 1929, the Rollmans were selling leather shoes in several countries in Europe, and their cash registers were ringing up several million dollars a year.

In 1932 the Rollmans perfected their idea for a shoe with a sponge rubber sole. Here's what they did: Between the leather outsole and the insole they sandwiched a layer of foam rubber. It eliminated the shock from walking.

The principle was essentially the same as that used in automobile tires where air serves to lessen the abrasion.

The Rollmans then licensed their process to shoe factories in many European countries.

But Hitler was ascending to power in Germany, and in 1935 the Rollman family, faced with economic disaster, moved abruptly to Brussels. There they formed a new company to provide technical information to shoe and rubber plants and

to license factories with the patents they owned. They also borrowed sufficient money to manufacture shoes themselves. Three years later they were turning out 2,000,000 pairs of shoes a year. In addition, they were managing 17 foam rubber shoe plants in Europe.

But the Hitlerian menace was spreading. Heinz Rollman and his wife sailed for free America on the day that World War II flamed into being. Here they were to find a new opportunity, undreamed of in strife-torn Europe.

Beginnings in the U. S.—In the spring of 1941 Heinz Rollman went to work as consultant for the Welco Shoe Corporation, formed in New York and owned by Weill and Feistman. During the first month of operations the firm turned out only 100 pairs of shoes.

A few months later the factory was moved to Waynesville and located in a part of the Dayton Rubber Company's plant there. From the latter it obtained its foam rubber compounds. In its first year of operations Welco turned out approximately 100,000 pairs of shoes with midsoles of foam rubber. Then this nation was caught up in the maelstrom of world conflict. Welco diverted its entire production to hospital slippers and leggings for the armed services.

After the death of Heinz' parents in France, Heinz got his brother, Ernest, to America. After World War II ended, his cousins, Walter and Kurt Kaufman, also came to this country. In the latter part of 1945, these four formed Ro-Search, Inc., a corporation which controls patents and processes for vulcanizing the sponge rubber midsoles to the leather outsoles and insoles of footwear.

Ro-Search today is carrying on the activities formerly handled by a similar corporation in Brussels which was known as ROKA. Currently, Ro-Search, headed by Heinz Rollman, licenses Foamtread shoe operations in 25 countries.



View of the modern facilities at Waynesville, N. C., that house the Welco Shoe Corp. The firm has another large plant nearby.

Meanwhile, Welco wasn't doing too well. Heinz determined to gain control of the company, although at that time he had no stock in it, even though he possessed the title of vice president. All he lacked was—capital.

Somewhere he read about Floyd Odium, president of the huge investment company, Atlas Corporation. He wrote Odium, saying he wanted to give him 51 per cent of the Rollmans' business. Along with the letter he sent a variety of his foam rubber products.

Heinz followed that letter with one requesting an interview with Odium. The two met in New York, and Odium was so impressed that he agreed to invest \$150,000 of his Atlas Corporation funds in Welco. Atlas received 47 per cent of Welco stock. Ro-Search, Inc., took the same amount, and others received the remaining 6 per cent.

Success—Since then the business has boomed. In the last three years Welco, which Heinz now heads, has sold more than 4,000,000 pairs of foam rubber shoes, and Ro-Search-licensed factories over the world are producing in excess of 100,000 pairs daily.

In the last three years Welco's sales volume has risen from \$1,000,000 a year to \$3,000,000. The company employs about 500 persons and looks toward a large increase in aggregate sales this year.

From the laboratory at Waynesville stem the developments which spur the progress of foam rubber shoes over the world.

Welco has learned that it must advertise—constantly—to maintain and increase its sales. Not only does the company engage today in advertising and promotional activities, but so do its dealers.

Welco now has a payroll approximating \$16,000 a week, and this company and its licensees have a total employment of about 7,000.

"Our slogan, 'Walking on air,' is more than just a catch-phrase," Mr. Rollman says. "It is an accurate, scientifically-correct description of our Foamtread principle. The outsole is thin for the same reason that the tread of a tire supporting a 3,000-pound automobile is thin, although it's capable of 25,000 miles of wear on the roughest roads; for, like the air in a tire, the foam rubber midsole gives with each abrasion or obstruction. In short, it cushions the shock and reduces the wear on the outsole."

The quality of workmanship demanded by Welco is evidenced in the fact that more than 90 per cent of all hospital slippers used by the Army and Navy after this firm went into war production was manufactured by Welco and not a single pair was rejected.

Ro-Search today builds in Waynesville the machinery for its licensees. It also trains there their key employees. The machinery it supplies at cost.

This development has been fostered in Dixie. Southern employees of Welco have proved adaptable and highly efficient. And altogether the company is providing for the South an economic asset of considerable value.

SOUTHERNERS AT WORK

Avondale Mills Adds Executive Committee

Directors of Avondale Mills recently announced the creation of an Executive Committee and named Donald Comer Chairman of the Board, as Chairman of the new Committee. Hugh M. Comer, president and treasurer since 1945, was elected Chairman of the Board, and J. Craig Smith, formerly executive vice-president, became president and treasurer. B. B. Comer, Jr., was named Chairman of the Finance Committee. The new executive committee is composed of its chairman, the chairman of the board, the chairman of the Finance Committee, and the president.

Godshalk Leaves SCE&G, Costello and Petit Named

Resignation of E. L. Godshalk as executive vice president and a director of the South Carolina Electric and Gas Company, and appointment of J. M. Costello to succeed him in the company's number two executive position, has been announced by S. C. McMeekin, SCE&G president, at the company's general offices in Columbia, S. C.

Harold A. Petit, of Charleston, has been named vice president and will assume Mr. Godshalk's position as Charleston division manager.

Mr. Godshalk resigned to accept an offer from the Kansas City Power & Light Company to become vice president in charge of operations. He will leave the company to assume his new position December 1, at which time Mr. Costello and Mr. Petit will take their new offices. Mr. McMeekin praised Mr. Godshalk's services to the company and said his resignation was accepted "with the greatest regret."

A veteran of 32 years in the utility field, Mr. Costello has served as financial vice president and as a director of SCE&G since 1940. He will continue as a director and as financial administrator of the company.

He started his utility career with the Metropolitan Edison Company at Reading, Pa., later moving to Columbia, S. C., to become treasurer and auditor of the then Broad River Power Company from 1924 to 1937. He then served as treasurer and secretary of the Virginia Public Service Company and as assistant vice president in charge of operations of the Norfolk division, Virginia Electric & Power Company until his return to SCE&G five years ago. He is widely known in the utility industry for his work in financing the South Carolina utility's vast post-war expansion of facilities and services.

Mr. Petit, who has been associated



J. M. Costello
Exec. Vice President SCE&G



H. A. Petit
Vice President SCE&G

with the Charleston utility business continuously for the past 34 years, having started as a telephone operator at the age of 15, rose to the position of treasurer of the former South Carolina Power Company. When that company merged with the South Carolina Electric and Gas Company last year, Mr. Petit became assistant treasurer of the combined statewide utility.

Richmond Federal Reserve Bank Re-Elects Two Directors

James D. Harrison, president of the First National Bank of Baltimore, and Edwin Hyde, executive vice president of Miller and Rhoads, Inc., Richmond department store, were recently reelected to the board of directors of the Federal Reserve Bank of Richmond. Each will serve a three-year term.

Announcement of their election was made by Charles P. McCormick, chairman of the Reserve bank board of directors and chairman of the board and president of McCormick and Company, of Baltimore.

Both were chosen by banks of the Fifth Federal Reserve District's Group I, which consists of banks having combined capital and surplus of more than \$1,000,000. The Fifth District includes the states of Maryland, Virginia, West Virginia, North and South Carolina, and the District of Columbia.

Mr. Harrison was reelected a Class A director, a position he has held since 1946. Mr. Hyde was named again to serve as a Class B director, to which office he was elected last January following the death of Charles C. Reed, of Richmond.

Class A directors of the Reserve bank are chosen from representatives of banking, while Class B directors are elected from commercial, industrial, agricultural, or other non-banking fields. The Reserve bank has three banker and six non-banker directors.

President of Monsanto Joins Carnegie Board

Charles Allan Thomas, president of the Monsanto Chemical Co. of St. Louis, Missouri, and a key figure in atomic energy development, has been elected a trustee of the Carnegie Corporation of New York, according to Charles Dollard, president. The action was taken November 20 at the 41st annual meeting of the board.

Dr. Thomas was a co-author of *A Report on the International Control of Atomic Energy* (the "Acheson-Lilienthal Report") which outlined a master plan for the international control of atomic energy and was prepared for the Secretary of State's Committee on Atomic Energy. He also served as chairman of the Scientific Manpower Advisory Committee of the National Security Resources Board, which issued last January a report on the utilization of scientific manpower for defense.

One of the country's principal atomic scientists, Dr. Thomas was awarded the Medal of Merit by President Truman in

(Continued on page 48)

(Continued from page 47)

1946. That year he became a member of the Manhattan Project and was in charge of the Clinton Laboratories at Oak Ridge, Tenn. He was deputy chief of the National Defense Research Committee in 1942-43.

J. C. Hebert Named Director Louisiana Dept. Commerce & Industry

Joseph C. Hebert, of Baton Rouge, has been appointed acting director of the Louisiana Department of Commerce & Industry by Governor Earl K. Long. He replaces Miss Mary Evelyn Dickerson, who resigned as head of the state's



Joseph C. Hebert

tourist and industrial promotion agency to campaign for the office of register of state lands.

Mr. Hebert, who has been with the department since 1948, was assistant director before receiving his new appointment. He has also held departmental posts of tax exemption analyst and executive assistant. He is a member and former chairman of the Louisiana Veterans Affairs Commission, and was local service officer for the AmVets for two and a half years. The 29-year-old veteran was born and raised in East Baton Rouge Parish, and is a graduate of Louisiana State University with a degree in business administration.

N&W Names Burks, Fishwick Assistant General Counsel

Martin P. Burks and John P. Fishwick, the Norfolk and Western Railway's two assistant general solicitors, have been appointed assistant general counsel, effective November 1, the road's law department announced recently.

They succeed Stuart T. Saunders, recently elevated to the position of general counsel, and the late D. Lynch Younger.

A resident of Roanoke for most of his

life, Mr. Burks attended Jefferson High School and received his legal training at Washington and Lee University. After graduation there in 1932 he practiced law in Roanoke until July, 1942, when he entered the Navy. After more than four years of service, much in the Pacific, during which he was advanced in rank from lieutenant, jg., to lieutenant commander, he returned to the practice of law in Roanoke. He joined the Norfolk and Western as assistant general solicitor in November, 1947.

Mr. Fishwick came to the N. & W. as assistant to the general solicitor in November, 1945, after three years and seven months of Navy duty during which he served as a lieutenant in both Atlantic and Pacific war zones. Also a graduate of Jefferson High School here, he received his A.B. from Roanoke College and his law degree from Harvard. He practiced law in New York before the war. He was promoted to the post of assistant general solicitor in November, 1947.

Wachovia Donates \$100,000 to Establish Chair of Banking at UNC

A unique contribution to banking education in the form of a gift of \$100,000 from Wachovia Bank and Trust Company to the Business Foundation of the University of North Carolina for the establishment of a Chair of Banking in the School of Business Administration, has been announced by Wachovia and University officials.

The endowment will be administered by the Business Foundation and proceeds from it will be used to maintain a distinguished professorship in banking and to support research activities in the field of banking.

In announcing this unusual gift, William D. Carmichael, Jr., Vice President and Controller of the University, and

Robert O. Huffman, President of the U. N. C. Business Foundation, pointed out that the donation would provide continuous support of specialized teaching and research in a major business field, and added that "this generous gift is the kind of farsighted action which has enabled the University of North Carolina to become an outstanding American university."

The donor, Wachovia Bank and Trust Company, is the largest bank in North Carolina and operates state-wide offices in six leading cities, Asheville, Charlotte, High Point, Raleigh, Salisbury and Winston-Salem. The institution's President, Robert M. Hanes, of Winston-Salem, was instrumental in establishing the Business Foundation and served as its first President from July 1946 until April 1949.

The donation to the University was an action of the directors of Wachovia and the purpose of the gift was summarized by Richard G. Stockton, Wachovia Board Chairman, who said: "A vigorous, progressive and sound banking system is essential to the commercial and industrial life of the State and nation. Banking has played a vital role in the sustained economic progress which North Carolina has made, and it will continue to give valuable assistance as the region and its resources are further developed in the future."

"The University has been of great help to banking in this State over the years, but the potential service it can render through effective teaching and research in banking subjects and in providing better prepared young men to assume responsibilities in bank management is of greatest importance. The directors and officers of Wachovia Bank and Trust Company felt that the establishment of a Chair of Banking at the University would enable that institution and banking to enlarge and improve the service that each renders the State and its citizens."



Discussing details of Wachovia endowment plans are l. to r. R. G. Stockton, Wachovia Chairman; T. H. Carroll, Dean, School of Business Administration and R. M. Hanes, Wachovia President.

Tank Liner

Southern Lead Burning Co., Atlanta, Ga.—Equipped to line with Polyethylene all types of tanks and processing equipment.

Polyethylene is being used in the handling of Sulphuric, Nitric, Muriatic, and Hydrofluoric acids as well as a long list of other chemicals.



Polyethylene Coating

Figure shows an operator spraying a mild steel tank with Polyethylene to protect it against the corrosive effects of Muriatic acid. A Linde flame spraying gun which produces a high heat Oxy-Acetylene flame is being used for the flame spraying and also for preheating the metal.

Coupling

Tube Turns, Inc., Louisville, Ky.—The Tube-Turn SF (scale-free) Welding Coupling now makes it possible to eliminate damaging welding scale from piping systems.

The Tube-Turn SF (scale-free) Welding Coupling consists of two forged halves, as can be seen in the accompanying photograph. The ends of the hubs are prepared for welding to pipe or welding fittings of corresponding sizes. When the two halves of the coupling are brought together, the tongue of one slips into the groove of the other. A circumferential cavity directly beneath the beveled welding area prevents burn-through or the formation of ledges in the interior. The cavity also insulates the interior from the extreme welding heat and prevents scaling.

Bumper Gate

Institute of Inventive Research, San Antonio, Tex., (a nonprofit scientific organization)—A new type automatic bumper gate, invented by Mr. Louis Martin, is now being manufactured by Deansteel Products of San Antonio.

Available in 10, 12 and 14-foot lengths, the gate includes posts set in sleeves for durability and extra strength. The bumper mechanism encloses a compressing spring to close the gate against moderate wind pressure. Although open-proof to animals, a man on foot or horseback can open the gate by a lever.

Of one-piece welded galvanized steel tubing, the top of the gate provides an ornamental iron designed for the individual purchaser to include company or farm name,

NEW PRODUCTS

brand or other special design.

Its engineering features the gate's removal in two minutes to allow passage of extra wide loads and an adjusting mechanism to allow passage of extra long loads.

The Institute of Inventive Research, which helps develop carefully selected inventions, also has assisted in marketing the Poulet Seismic Method, the Youtz-Sleek Building Method, the Bassinger Drill, and other products.

One-Man Loader

Belsaw Machinery Co., 315 Westport Road, Kansas City, Mo.—One-Man Loader makes a one-man job of loads that normally require two to four men. Especially useful for builders in loading heavy, bulky items to and from the job.

Portable—weighs under 150 pounds, but handles up to half-ton loads. Easy to operate two-speed winch. Extension handle permits loading wide boxes and crates. Ideal for loading large, heavy packages—bathtubs, etc.—from ground to truck. Available in 10-foot and 20-foot lengths.

Industrial Lighting Fixtures

Gibson Manufacturing Co., Atlanta, Ga.—A completely new line of industrial lighting fixtures. These fixtures have been designed and produced to give more uniform illumination to all surfaces within the arc of the reflector plus excellent shielding. They are finished to provide the toughest possible resistance to oxidation in installations where extreme humidity and other adverse atmospheric conditions prevail.

The reflector is formed in a perfect parabola with the outside lamps at the center of curvature, or focal point, to provide maximum uniformity of down-light over working area. Longitudinal shield, for greater lateral shielding, is available for all two lamp fixtures.

There are no welded sections. Each part is scientifically treated against oxidation, then assembled with cadmium plated screws and finished individually with two coats of hot bonded hi-baked enamels.

Gibson industrial units are adaptable to all types of mounting.

Disc-Type Magnetic Brake

Dings Brakes, Inc., a subsidiary of Dings Magnetic Separator Company, 4740 W. Electric Ave., Milwaukee 46, Wis.—A new line of AC or DC direct acting disc-type magnetic brakes.

The Dings Brake, according to the manufacturer, is designed to stop any motor instantly, to hold the load, and to release with no drag. The brake is spring engaged and magnetically released and is designed to mount on Nema Type C motor flanges. Typically, the unit finds application on machine tools, hoists, cranes, elevators, screwdowns, etc.

Most prominent of the design features: the brake has no solenoids or mechanical linkages. Friction discs, springs and magnet constitute the heart of the unit. Very high thermal ratings are claimed for the brake. It is not necessary to dismantle the brake or disturb the torque setting in order to mount. A manual release lever, located outside the housing, is standard. Use of lever enables operator to disengage brake. This mechanism automatically resets itself, restores unit to usual operating condition when power is again applied. Torque and wear adjustment is made by adjusting a double

set of lock nuts. Visual inspection of position of manual release lever indicates when adjustment is necessary.

Kege Handling Equipment

Phillips Mine & Mill Supply Co., 2316 Jane Street, Pittsburgh, Pa.—A means of simplifying the transportation and storage of hard to handle kegs. Offering improved stability in stacking and in transporting, this model KP-6 unit consists of a steel keg pallet and a steel cover for protecting the kegs and their contents.

Design for handling with a fork lift truck, the pallet will accommodate six standard kegs on its 42 inch by 28 inch deck. The deck is recessed slightly to prevent kegs from rolling off when the unit is being moved. The entire pallet is made of heavy gauge steel, and is welded throughout.

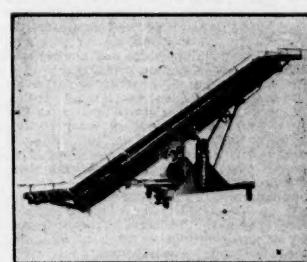
Torque Absorber

Torkarm Corporation, 2912 Emerson Ave., S., Minneapolis 8, Minn.—Torkarm, a unique device that safely absorbs torque on drill presses and tappers, now features a front torkrall unit which enables the torkarm to be moved from spindle to spindle down the front of an inline multiple spindle drill press. "Work" or a fixture can be placed on a work plate, the torkarm attached directly to the fixture, or the fixture held by a special quick-clamp. Using either method, work is free to "float" under the spindles, yet is always under the safe torque control of torkarm, which "bridles" the work dead center and stationary under any torque load.

The complete line of this equipment includes units for all sizes and types of drill presses and vertical tappers.

Stacker and Power Booster

Industrial Engineering & Mfg. Co., Inc., Brimfield, Ind.—Manufacturer of Universal material handling equipment, is now in production on a new line of stackers and power boosters identified as Universal Model 600-U Series. The new model is designed for stacking, loading or horizontal conveying of miscellaneous cartons, bags or boxed materials. The Universal Stacker and Power Booster is mounted on swivel caster base with floor-locking device. The trough is easily elevated



Universal Model 600-U

or positioned by means of V-type frame controlled by acme screws with hand wheels conveniently located on side of trough—a special Universal feature which substantially speeds up the positioning operation.

The trough is constructed of 12-gauge high-tensile steel and is made in lengths of 12, 14 and 16 feet. The rough-top belt can be furnished in widths of 12, 16 and 18 inches.

(Continued on page 50)

NEW PRODUCTS

(Continued from page 49)

Electronic Indicator

Graham-Mintel Instrument Co., 735 Carnegie Ave., Cleveland 15, Ohio.—The Indi-Ac electronic indicator—a portable, high-precision instrument for checking setups and runout on the machine and for surface-plate work in shops, toolrooms, and gage rooms.

This instrument consists of (1) an induction-type gage head adjustably mounted on a stand, and (2) a high-stability 4-tube ampli-



Indi-Ac

fer with a 2-scale meter. The gage head has a frictionless movement, with no mechanical amplification; the amplifier is free of drift, and readings are not affected by any ordinary changes in temperature of gage head or fluctuations in line voltage. Hence, consistent repeat readings are obtained at all times.

The meter has two continuous linear scales which read ".0005" and ".0005" or ".0001" and ".00001" per division, either side of zero. The two scales can be used interchangeably at will, and both scales always give the same reading for any measurement within their range. Meter response is instantaneous, without overshoot, permitting fast readings and dependable runout measurements.

Flexible Fabric Tubing

Flexible Tubing Corp., Guilford, Conn.—Spiratube, a new flexible fabric tubing for ventilation and product handling. Spiratube is offered with vinyl plastic coating which gives good abrasion resistance for rough handling, and inertness to chemicals and oils.

Spiratube's light weight and accordion-like retractability make handling or shipping easy. It is non-kinkable and will not collapse under average fan suction pressures.

The basic patented construction principle consists of preformed, continuous, spring wire ribbing, which is overlapped with spirally wound woven fabric of several alternate types. After fabrication, the tubing is coated with a Geon latex, a product of B. F. Goodrich Chemical Co., providing the abrasion and chemical resistance.

Designed initially as ventilation tubing for the U. S. Navy, Spiratube is easily adapted to the conducting of air and other gases, many solids, liquids at low pressure, all under a variety of service conditions.

Automatic Wire Stripper

Wood Specialty Manufacturing Co. of Rockford, Ill.—A new, heavy-duty, automatic wire stripper.

According to Stanley E. Vallulis, President, this new tool, known as the Speedex Automatic 766-I, features a delayed action release. This prevents the wires from being crushed or bent. The entire action is automatic; squeezing the handles causes the strip-

per to grip the wire, cut the insulation and strip it free in one operation.

It is especially designed for industrial and heavy-duty use. The cutting blade is made from a special steel alloy that will far outlast any other blade on the market. It strips solid as well as stranded wire from 8 to 22 gauge and by changing blades it can be used to strip parallel wire, 300 ohm TV and FM twin transmission wire.

4-Way Valves

Barksdale Valves, 1566 E. Slauson Ave., Los Angeles 1, Calif.—Comprehensive data on the new Crescent Valve line.

Performance characteristics: continuous fast cycling, up to 600 cycles per minute without overheating. Production line valves have registered over 40,000,000 cycles on test. Valves come in $\frac{1}{4}$, $\frac{3}{8}$, $\frac{1}{2}$ and $\frac{3}{4}$ -inch sizes for single and dual pressure operation on air, water or light oil from 0 to 150 psi. Solenoids available for all standard voltages AC and DC. Solenoids and pilot valve parts are the same for all sizes, to simplify maintenance.

New Pin-Up Bulletin Board

Bettercraft Company, 311 N. Desplaines St., Chicago 6, Ill.—A new Pin-Up Bulletin Board.

Faced with deep Rayon Flock over half-inch thick Special Composition Board, Bettercraft's newest addition to its line is suitable for schools, colleges, universities, dormitories, nurseries, churches, homes, clubs, offices, rumpus rooms, bedrooms, dens, nooks, libraries, halls, kitchens—in fact, wherever a Bulletin Board is a convenience.

This 18 x 24-inch composition Bulletin Board holds thumb tacks firmly, has a Pin-Up title heading, and border trim in colors of red, green, blue and tan.

Maintained Position Switch

General Control Co., Boston 34, Mass.—Maintained-position switch known as the Type "A-C-O" Switch.

Typical applications for this alternate-contact-operating switch are on machine tools; circuit transfer of timers and recording equipment; in safety circuits, and as a limit switch.

The operation is such that the first press transfers the contacts—and the second press restores them. Single-pole, double-throw contacts permit adaptation of this type "A-C-O" switch to either normally closed or normally open circuits. Unusually fast switching is permitted by the return-action design of the operating plunger mechanism, which is insulated from the contacts.

Tubular Multilift Magnetool's

Multifinish Mfg. Co., Detroit 7, Mich., Dept. 432—A complete new line of hand-operated load-releasing tubular Multilift Magnetools. The magnets are used for entering small openings such as blind holes, removing boring chips from castings. They are especially designed to remove steel chips or parts from other steel surfaces, chips from metal cutting machines, etc. Patented brass pickup tip prevents sticking.

Models in production include both large and small magnets with hand wipe-off release or the patented mechanical "pull-to-release" features. Models are also equipped with neoprene bumper rings to prevent the magnet grabbing sides.

Other Magnetool uses include picking up steel chips and parts from hard-to-get-at places, around machinery, conveyors and benches, removing chips and metallic sludge from coolant tanks, and boring into tumbling media or carburizing materials to remove parts.

Conveyor Belt for Foodstuffs

Baldwin Belting, Inc., 74 Murray St., New York 7, N. Y.—An improved all-Neoprene conveyor belt designed especially for the food industry.

Sold under the trade name of "Supertex," this odorless, tasteless, non-toxic belt is also washable, oilproof and waterproof. It is also resistant to acids, alkalies and heat.

Multiple plies of light weight woven duck give greater strength combined with many times less stretch than the ordinary heavier weight loosely woven fabrics. This construction means fewer failures from metal fasteners pulling out.

Supertex has a perfectly smooth top cover that is guaranteed to leave no impression regardless of the material conveyed. This is because Supertex is calendered and pressed exactly the same as the heaviest conveyor belt.

Platform Adapter for Truck

Towmotor Corporation, Cleveland, Ohio—A new platform adapter for the Towmotor Electric Pallet Truck.

The new device swiftly converts the Towmotor Model "W" Electric Pallet Truck into a platform truck, and makes possible the efficient handling of platforms, skids and tote boxes.

Constructed of sturdy steel framework, the new platform adapter adds extra height to the forks of the Towmotor Model "W." When not in use, it folds up over the battery and latches securely as shown in the photo. The open frame construction permits full visibility for the operator.

Height of the forks with adapter is 7 inches in the lowered position, 11 inches raised.

Spur-Gear

Challenger Hoist Co., Danville, Ill.—The Challenger, a spur-gear hoist incorporating new design innovations, is now in production in $\frac{1}{2}$ - and 1-ton capacities, according to the manufacturer. The entire unit, including standard length of high-strength coil chain for an 8-foot lift, weighs only 39½ pounds, thus is easily moved from one place to another, as needed.

Strength and unusual resistance to shock-load breakage are said to be gained by the use of formed steel plate in the housing in place of the more common cast aluminum alloy. The back plate is laminated to give extra rigidity for supporting the hoist mechanism. This plate and all other load holding parts are of high-strength steel that will hold five times the rated capacity of the hoist, according to the manufacturer. To further check and confirm its strength, every Challenger is tested at 100 per cent overload as it comes off the production line.

Narrow Lift Truck

Market Forge Co., Everett, Mass.—New load-mobile electric lift truck is equipped with a narrow lifting platform. The width of the platform is only 18 inches and can be furnished in 6 inch, 7 inch, 9 inch and 11 inch lowered heights to engage conventional platforms. These trucks have been built as narrow as 15 inches to meet special conditions.

The truck is battery operated and features 3-way operating positions which provide the utmost safety, comfort and maneuverability. Large capacity cushion rubber wheels with sealed ball bearings produce the minimum drain on the battery. The load-mobile is also available in conventional widths.



It Takes 500 Tons of Equipment for Just One Telephone Exchange

Five hundred tons of equipment and 62,000 man-hours of work are needed to install just one 10,000-line Dial Telephone Exchange.

Here's the story of months of work condensed into two minutes of reading time. (Bear with us, please, if several of the words get technical.)

There are 1800 crossbar switches, 4000 multi-contact relays and 65,000 conventional relays. These automatic switching mechanisms open or close millions of telephone circuit paths.

Eighty miles of cable are needed to connect all this apparatus. There are 2,600,000 soldered connections, each one a careful hand operation.

All that is for only one Telephone Exchange to serve one community. At present-day prices, the cost runs to \$1,500,000.

The money for these new facilities must come largely from investors who are willing to put their savings in the business.

Only through reasonable earnings can the telephone company attract the new money that is needed to do the job.

BELL TELEPHONE SYSTEM



Vishinsky Analyzes

(Continued from page 34)

billion; 3rd Quarter 1951, \$18.8 billion. But this does not mean that the economy is disintegrating. The Federal Trade Commission and the Securities and Exchange Commission reported on October 17th that manufacturers' sales in the second quarter hit a new high for all time. Someone must be buying their wares. Presumably Vishinsky will have us believe it is the billionaires!

Vishinsky convinces us the Soviets have at least one genuine invention to their credit,—upside-down arithmetic. But it must be put on the blackboard in large figures so that the world will know it for what it is.

Pennsalt to Add Chlorine Unit at Calvert City, Kentucky

Beginning the second major step in the development of its Calvert City, Ky., works, the Pennsylvania Salt Manufacturing Company announced, on November 29 that it will add new facilities, including an electrolytic chlorine-caustic soda unit, at an estimated cost of \$8,000,000.

As the first step, Pennsalt completed a hydrofluoric acid and sulfuric acid plant in 1949 on its Tennessee River location near TVA's Kentucky Dam. These facilities have been expanded by the addition, in 1950, of a unit to produce end products from captive hydrofluoric acid and, now nearing completion, a 33 per cent increase in hydrofluoric acid capacity.

Addition of the new unit will combine at one works four basic chemicals—hydrofluoric acid, sulfuric acid, chlorine and caustic soda, the first combination of these four products in one works in the United States.

In the development of Calvert City as an integrated center of chemical industry, it was pointed out that the Air Reduction Co. is building a calcium carbide and acetylene plant in the same area.

Availability of such basic chemicals in combination will probably attract further chemical production to the area. The B. F. Goodrich Chemical Co. also has announced plans to build a vinyl chloride plant on property adjacent to that of both Pennsalt and Air Reduction.

A departure in the new unit from Pennsalt's usual chlorine-caustic soda production will be the use of the DeNora electrolytic mercury cell. In Pennsalt's other chlorine-caustic soda operations—at Wyandotte, Mich.; Portland, Ore., and Tacoma, Wash.—the modified Gibbs diaphragm cell is used. The DeNora cell, developed in Italy, produces caustic soda of rayon-grade purity at concentrations up to 72 per cent. Power for electrolytic processes and plant operations will be supplied by TVA.

In addition to production of chlorine and caustic soda, the new unit will also include facilities for producing anhydrous hydrochloric acid, and additional facilities designed for further expansion, since the new plant will make the Calvert City works another area for economical production of Pennsalt specialties using chlorine and caustic soda.

Engineer-contractors for the new unit will be the Leonard Construction Company of Chicago. Preliminary work has already started and it is expected that the new plant will go into operation in early 1953.

Baltimore Port to be Featured in 26-Week TV Series

"Baltimore—the port that built a city and serves a nation," is the theme of a new television series designed to acquaint the public with the importance of the Port and its shipping to the economic life of the city and the public as a whole.

The series opened with a half-hour program at 5:00 P.M. Sunday, December 2 over television station WMAR, Channel 2, and will be carried at the same hour for 26 succeeding weeks.

Miss Helen Delich, marine reporter for the Baltimore Sun and twice winner of

the award for the best feature and news story on maritime subjects presented annually by the Propeller Club of the United States, is writing and producing the Port shows. The entire series is being produced under the auspices of the Propeller Club, Port of Baltimore.

The opening program on December 2 served as a preface for the entire series. The general story of the Port, the commerce handled, the ships that call and the foreign commerce moving through Baltimore was outlined and portrayed. Waterfront executives appeared on the initial program and will assist in setting the stage for the future shows.

Each presentation will consist of special motion pictures made on the waterfront combined with live talent identified with various marine industries.

Each Sunday's program will use as its subject a specific phase or operation carried on at the Port. Through the medium of the motion pictures it is planned to present striking illustrations of the actual handling of such shipments as grain, coal, ore and general cargo. The Port television series is viewed as the most ambitious program of its type hereto presented anywhere.

The television series is being made possible through the financial sponsorship of leading waterfront industries which are backing the programs as a community education and interest project. These firms, including some of the largest Port operators in Baltimore, are: Arundel Corporation, Baltimore and Ohio Railroad, Bethlehem Steel Shipbuilding and Repair Division, Boston Metals Co., Canton Railroad, Crosse & Blackwell, Curtis Bay Towing Co., Maryland Drydock Co., Maryland Motor Truck Association, Maryland Trust Co., McCormick & Co., Ramsay, Scarlett & Co., Samuel Shapiro & Co., and Western Maryland Railway.

Autos, Appliances

(Continued from page 36)

The growth of new steel, aluminum and rubber capacity in the South will aid the auto producers, when they get into big volume output of motor vehicles in their new Southern plants. Substantial increases in steel capacity have been made in Kentucky, Texas, Alabama, West Virginia and Maryland.

When it comes to aluminum, the South is in a class by itself, with well over one-half of the nation's aluminum capacity. This will be increasingly important in the future, because the trend of auto design is towards the use of far more aluminum than today. Both General Motors and Kaiser are working on an aluminum auto engine. General Motors' experimental car, Le Sabre, has an aluminum engine, as well as many aluminum body parts. Each auto engine of the future may use 200 pounds of aluminum. If aluminum engines are adopted, the aluminum thus consumed would take up the entire capacity of the expanded industry for this one item.

YOUR ECONOMICAL RELIABLE SOURCE OF SUPPLY FOR QUALITY METALS SINCE 1907

VIENER METALS

HYMAN VIENER & SONS

SMEETERS • REFINERS
MANUFACTURERS
P. O. BOX 171 • RICHMOND, VA.

ALUMINUM • BABBITTS • BRASS &
BRONZE INGOTS • PIG LEAD • COPPER
ALLOYS • SOLDER • TYPE • ZINC

Write c/o Dept. MR Today.

Tool Steel Topics



BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation, Super Distributor; Bethlehem West Coast Corporation.

How the Right Steel Solved These 3 Tool Problems

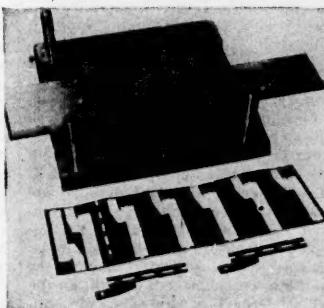
Our metallurgical servicemen and distributors are constantly on the job to help users get the most out of their tool steel. Here are the highlights of some recent tool problems solved by selecting a more suitable steel.



A MAKER OF AUTOMOBILE BUMPERS had been getting poor service from shear blades for trimming hot-rolled spring steel. High-speed steel didn't wear long enough and the cutting edge peened. High-carbon, high-chromium tool steel (our Lehigh H) was tried next. It had plenty of wear-resistance, but the cutting edges developed chipping trouble.

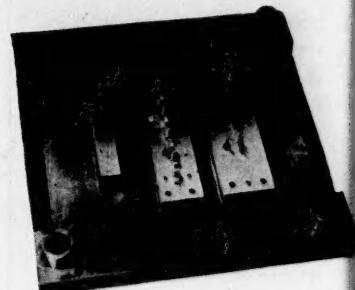
SOLUTION: Our man suggested Lehigh L (a high-chromium grade with lower carbon). This worked fine — because it had sufficient wear-resistance combined with more toughness.

Die turns out 500,000 pieces ... and still going strong



This progressive die, made of BTR, performs a perforating, notching, and blanking operation in the production of condenser brackets. This popular grade of oil-hardening steel was selected by the user because it's easy to heat-treat . . . it has good resistance to distortion in heat-treatment and it's easy to machine.

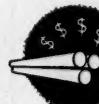
The long-wearing qualities of BTR are evidenced by the production of more than a half-million pieces at the time the photograph was made. Hardened to Rockwell C-59, it produces about 30,000 parts from 3/32-in. steel strip before redressing is needed.



Our Tool Steel Engineer Says:



Rapid wear is caused usually
by improper heat-treatment



NEW USE FOR HIGH-SPEED STEEL

An enterprising apprentice in a tool shop stumbled on a small cache of round steel bars the other day. They were just the right size he needed for a small storage rack the foreman had asked him to build. He made a nice job of it. "This ought to make a hit with the foreman," he thought as the last bar was fitted into place.

When the foreman took one look at the rack, he recoiled in horror. "Oh, no!" he groaned. To the puzzled apprentice the foreman growled, "Young fella, that rack you've got there is worth about ten times the cost of the carbon steel bars it's going to hold. Looks like you've used up every piece of my high-speed steel."



A SHEET-METAL FABRICATOR COMPLAINED to a Bethlehem salesman about the premature breakage of small-diameter punches. Rather long and slender, the punches were used on sheet steel of greater thickness than the punch diameter. (It's usually best for the punch diameter to be greater than the thickness of material being punched.) The punches were subjected to excessive side thrust; constant breakage was running up production costs. **SOLUTION:** They tried 67 Chisel, our chrome-tungsten grade of shock-resisting tool steel. Result: Punches produced about eight times as many blanks as previously.

Bethlehem



Tool Steel

DUST

WASTES PRODUCTION DOLLARS

...cut equipment down-time
DOWN
with pin-point dust-removal
via durable

SPIRATUBE

Abrasive dust constantly wages war against the profitable, uninterrupted operation of grinders, buffers, polishers, and near-by machine-tools. It bites into bearing surfaces—and PROFITS. But it can be licked.

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SCE&G Schedules Construction of New Steam Generating Plant

Construction for the first two units of a huge new steam generating plant with an ultimate capacity of 300,000 kilowatts is scheduled to start within sixty days at a site on the South Carolina side of the Savannah River four miles south of Augusta, Ga. S. C. McMeekin, president of the South Carolina Electric & Gas Company, announced on Nov. 25.

The plant is slated to begin operation with completion of the installation of the first of two 75,000 kilowatt generators in April, 1953. The second unit will commence operations three months later.

Cost of the first two units with a capacity of 150,000 kilowatts is estimated at \$25,000,000 and the complete plant will come to about twice that amount, Mr. McMeekin said.

The site of the new plant in Aiken County comprises some 122 acres fronting on the South Carolina side of the Savannah River for about 700 feet, extending from the Charleston & Western Carolina Railroad northward toward the highway bridge where S. C. highway No. 28 crosses the river. It will lie about 14 miles west of Aiken, S. C.

Mr. McMeekin said that detailed designs for the new plant have been completed, the project financed, and the initial two generators have been on order with the General Electric Company for some time. The plant will be built on the most modern lines for maximum efficiency of operation. Designed to burn pulverized coal it can be adapted to burn oil, if necessary.

The initial installation will consist of two turbo steam generators capable of

producing more than a billion kilowatt hours of firm, dependable power in a year. The plant is designed so that it can be expanded to include two additional units to bring its ultimate capacity to 300,000 kilowatts. Additional units will be added as fast as power requirements demand, Mr. McMeekin said.

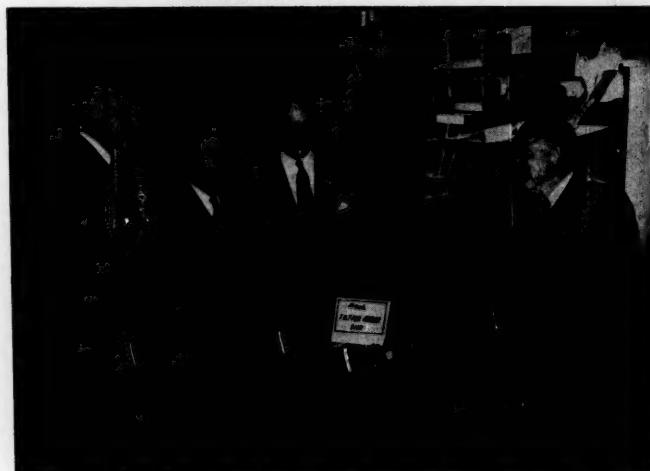
The Savannah River plant, which will be one of the state's largest steam generating facilities, is being financed by the newly formed South Carolina Generating Company, wholly-owned subsidiary of the South Carolina Electric & Gas Company.

When the first two units with 150,000 kilowatts output begin to operate during the spring and summer of 1953, it will increase the S.C.E.&G. Company's operating capacity to more than 504,730 kilowatts, Mr. McMeekin said.

"This new plant, which has been planned by the Company for the past three years, will assure adequate power for the growing needs of the territory we serve," Mr. McMeekin declared. "It will serve the industrial growth in the area where it is located, including having power available for the nearby Savannah River Atomic Energy Plant. The huge new power supply produced will also be available throughout the Company's service area in 22 South Carolina counties. The company's entire system is interconnected with heavy transmission lines so that power generated at any of its steam and hydro electric plants can be carried to all parts of its service territory. The new plant will tie into this transmission network."

Mr. McMeekin pointed out that the new Savannah River plant with an ultimate investment of \$45,000,000 creates an important new South Carolina asset.

At Rockwell Mfg. Co. Plant Dedication



At the recent dedication of Rockwell Mfg. Co.'s new plant in Tupelo, Miss., a number of top state officials were on hand to greet management people who came in from their Pittsburgh home office for the occasion. Left to right are Gov.-elect Hugh L. White, Governor Fielding Wright, H. Campbell Stukeman, vice president, and Col. W. F. Rockwell, chairman of the board.

Homer Pace, Southern Industrial Leader Dies

Homer M. Pace, Vice-president of the South Carolina Electric & Gas Co., died in Charleston, S. C., on November 15th. Mr. Pace was 60 years old.

Recognized throughout the South as a leader in the field of industrial, community and agricultural development, Mr. Pace was a native of Wake County, N. C. He came to Charleston in 1911 and had been associated with the South Carolina Electric & Gas Co. and its predecessors since that time. He was a past president of the Southern Association of Science & Industry, and last year that organization presented him an award for his contributions to the progress of the South.

At the time of his death he was active in more than 50 organizations, serving for the most part as president, chairman, trustee or director. These organizations represented almost every phase of civic and industrial activity. He had served as a director of the South Carolina Power Co. previous to its merger with the S. C.E. & G. Co. He was a former president of the South Carolina State Planning Board, a past president of the Charleston Port Society, Charleston Chamber of Commerce, and the Charleston Foreign Trade Club among others. He was also head of the Public Utilities Division of the Charleston County Civil Defense Organization, as well as a member of the State Research, Planning & Development Board, having been one of the original members when the Board was established in 1945.

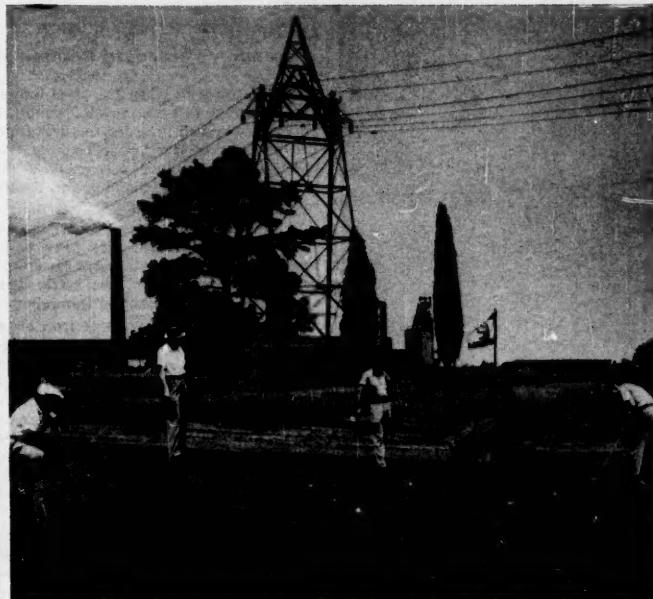
Tributes to Mr. Pace's leadership have come from all over the South in recent weeks. The South Carolina Masonic Grand Lodge, of which he had held the post of Grand Master, was in charge of the funeral services. Burial was at the Davis Cemetery in Charleston.

Mr. Pace is survived by his widow, the former Miss Mabel B. Proctor; two sons, Homer M. Pace, Jr., of the Vanderbilt University Hospital, Nashville, Tenn., and T. Proctor Pace of Greenville; a daughter, Miss Mabel J. Pace of Charleston, and three grandchildren.

National Production Authority Names John M. Camp

Appointment of John M. Camp of Franklin, Va., as Director of the Lumber and Wood Products Division was announced by the National Production Authority, U. S. Department of Commerce. He succeeds C. Arthur Bruce, who resigned.

Mr. Bruce, division director since March, will return to his position as executive vice president of the E. L. Bruce Lumber Co. of Memphis.



Stanley Country Club at Badin,
Carolina Aluminum Company in background.

OF COURSE

. . . golf and industry have grown side by side in North Carolina, where ample room for work and for play is one of the industrial advantages of the Tarheel State's "Accessible Isolation."

Industry located in North Carolina enjoys the recreational facilities of a Variety Vacationland — an important factor in profitable production.

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Chicago, San Francisco and other principal cities
United States Steel Export Company, New York

UNITED STATES STEEL

USS Announces New Edition of Steelmaker's Standard Reference

Scientific advances in the steel industry during the last ten crowded, eventful years are covered fully for the first time in one book in the new edition of the steelmaker's standard reference, U. S. Steel's "The Making, Shaping and Treating of Steel."

In addition to new information, descriptions of standard processes have been revised or rewritten to bring them up-to-date. The new edition, the sixth, was ready for initial distribution December 1.

"From the concentration of iron ores, through the manufacture of steel, to new methods of coating, the steel industry has undergone numerous changes," said Dr. E. C. Bain, Vice President of United States Steel Company. "When copies of the fifth edition were exhausted we decided to present a modernized version. It has been under preparation for more than two years, and is based on the original text by J. M. Camp and C. B. Francis."

Technological progress in the last decade covers new rugged steels for World War II, faster steelmaking methods to meet pent-up demands for steel products in the wake of war, and now a revision of steel compositions to conserve alloying elements in a new national emergency. The changes, said Dr. Bain, involve not only new conceptions of steel as a material, but also practical ways of

applying it successfully to the complex uses of man.

Experts and authorities in each steel-making field were mobilized to prepare the new book. It is presented in 38 chapters, subdivided into sections. Each chapter and section is made as nearly independent of the others as possible. With more than 23,000 listings, the index of the sixth edition is cross-referenced and covers 148 pages of the 1,435-page book.

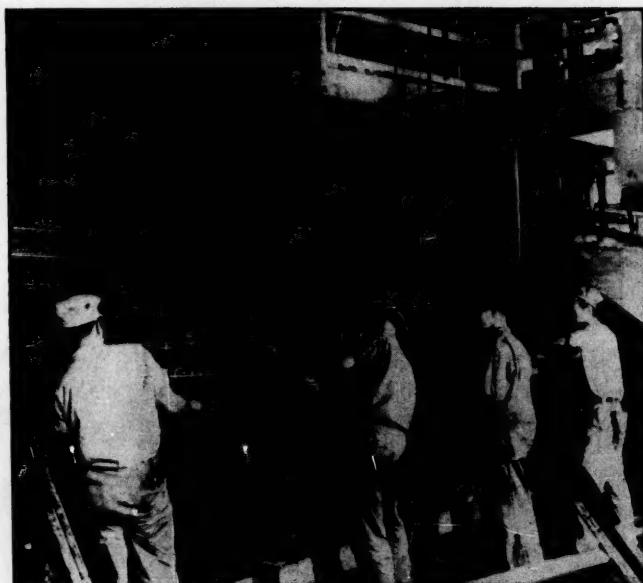
Luscombe Airplane Corp. to Build Rudders for Giant B-36 Bombers

Luscombe Airplane Corporation, Garland, Texas, a subsidiary of Texas Engineering and Manufacturing Company, Inc., has received a letter of intent from Consolidated Vultee Aircraft Corp., Fort Worth Division, calling for the manufacture of the rudder for the B-36 intercontinental bomber, H. L. Howard, Luscombe president, revealed.

Transfer of tooling for the B-36 rudder to the Luscombe plant will start immediately, Howard said, and actual production is expected to get underway within 30 days.

Assignment of the B-36 rudder to Luscombe, Howard reported, makes the Garland company one of this country's most important B-36 sub-contractors since Luscombe already is producing the B-36 elevator and a variety of B-36 door assemblies.

Texas Synthetic Rubber Plant Modernized



Stainless steel drier flights replace standard black iron types during the U. S. Rubber Company's reactivation and modernization of the GR-S synthetic rubber plant at Port Neches, Texas. This and other improvements have boosted annual production from a rated 60,000 long tons to more than 72,000 long tons.

A.G.&E. System has 800,000 Kws. of Power Under Construction

Two big generating plants are being built to meet the tremendous industrial expansion and growing power needs of the 7-state area—Indiana, Michigan, Ohio, West Virginia, Virginia, Kentucky, and Tennessee—served by the American Gas and Electric System.

These two plants—the Kanawha River plant in West Virginia and the Muskingum River plant in central Ohio, when finished, will pour 800,000 kilowatts of generating capacity into the present power network of the American Gas and Electric System—bringing the total capacity of the system to over 3,700,000 kilowatts by the end of 1953.

To industrial, residential, rural, and commercial customers in the 7-state area, these two new generating plants, which will house four 200,000-kilowatt units—largest and most efficient generating units ever built—will provide more electric power to carry out the nation's primary, two-pronged objective of meeting expanding defense needs while maintaining the civilian economy. Moreover, these two highly efficient, low-cost plants will help continue the long established policy of the A.G.&E. power system of providing all the electric power its area can use and as low in cost as the most modern and progressive technology can bring about.

Ecusta Paper Announces New Operating Organizations

Ecusta Paper Corporation, a subsidiary of Olin Industries, Inc., has announced the formation of a new operating organization for the two new divisions of Ecusta. An announcement of new executive personnel was also made. Norman H. Collisson, Ecusta vice-president was appointed general manager of the Olin Cellophane Division. Lawrence F. Dixon, executive of Ecusta and its affiliates for many years, was appointed general manager of the Ecusta Paper Division. Olin Cellophane Division executives named by Collisson, were Milton L. Herzog, production manager; James L. Spencer, sales manager; E. Hartshorne, research and development manager; and E. L. Lynn, quality control manager.

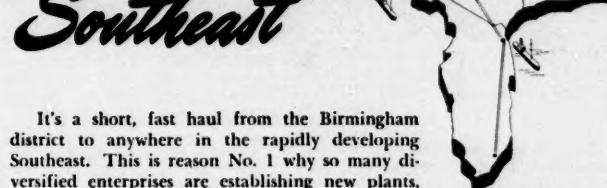
Executives of the Ecusta Paper Division appointed by Dixon were, Lee M. Bauer, production manager; R. E. Matthews, sales manager; Milton O. Schur, research and development manager, and R. L. Hooper, quality control manager.

J. K. Pepper was assigned to assist John W. Hanes, vice president of Olin, and president of Ecusta, and R. W. Lea, Olin Industries director in organization matters.

E. B. Garrett, Jr., former director of personnel at Ecusta, was named director of industrial relations, and departments under him include medical center, employment, community relations, special services and cafeteria.



Selects Birmingham to Serve the Southeast



It's a short, fast haul from the Birmingham district to anywhere in the rapidly developing Southeast. This is reason No. 1 why so many diversified enterprises are establishing new plants, warehouses and sales offices at this crossroads of the Southeastern market.

Among recent new arrivals is the big plant of The Englander Company, Inc., manufacturers of a complete line of nationally advertised "sleep products," including the exclusive mattress of Goodyear's Airfoam with Englander's Red-Line foundation, innerspring mattresses, box springs, dual sleeping equipment.

I. M. Pink, president of The Englander Company, gave these reasons for placing the new plant in Birmingham:

"The South was a growing market for our nationally advertised products. Our expansion program called for another factory located in a strategic spot to serve the largest trading area. After a thorough survey, Birmingham was selected as another link in our chain of bedding plants from coast to coast. Right from the initial announcement of our plans to build in Birmingham, we have had an enthusiastic response from our trade."

Industries that sell in the Southeast have tremendous growth opportunities today in the Birmingham district—nationally recognized for skilled labor, ample power, abundant raw and semifinished materials, and superior transportation facilities.



The Committee of 100 or any of the undersigned members of the Executive Committee will welcome the opportunity to give you confidential and specific data regarding the advantages of the Birmingham district for your plant, office or warehouse.

BIRMINGHAM COMMITTEE OF 100

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Leach
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President
Tennessee Coal,
Iron & Railroad Co.

WHO'S WHERE

T. B. Jackson, long associated with the Aragon Plant of Aragon Baldwin Mills and Industrial Cotton Mills Divisions of J. P. Stevens & Co., Inc., Rock Hill, S. C., has been named Manager of these two plants according to an announcement made on November 1 by J. Wilbert Wood, Vice President and Assistant Executive Officer of the two mills. Both Aragon and Industrial Plants are included in the Dunean Group of the Stevens company.

Mr. Jackson will continue as Assistant Secretary of J. P. Stevens & Co., Inc. He is native of Aiken County and in 1915 was employed in the National Union Bank, Rock Hill. In 1920 he became associated with Industrial Cotton Mills. Jackson is a graduate of the Citadel.

* * *

Kennametal Inc., Latrobe, Pa. announces the following appointments:

Kenneth Trombley has been assigned to the new Tennessee and Alabama sales district, with headquarters at 18 Clearview Avenue, Chattanooga.

Frank Price has been appointed engineer and representative in the Middle Atlantic district.

Lindsay Bros. of Portland have been appointed agents covering the Western Oregon area.

Two new general district superintendents and two new plant superintendents have been appointed by Harbison-Walker Refractories Company. **William H. Myers** has been named as general district superintendent in charge of six plants, and **J. H. Moore, Jr.** as general district superintendent in charge of coke oven manufacture. **Charles W. Ayers** has been appointed superintendent of the company's new Windham, Ohio silica plant, and **William N. Bartleson** will be superintendent of the newly acquired plant at Warm Springs, California.

Mr. Myers, who had been district superintendent of the Baltimore plant, will supervise Harbison-Walker operations at Bessemer and Birmingham, Alabama; Hays and Mt. Union, Pennsylvania; East Chicago, Indiana and Athens, Texas. A former district superintendent of the Clearfield plants, he has worked for the company since 1922. Mr. Myers' headquarters will be in Pittsburgh.

* * *

Albert F. Metzger, 3908 Essex Road, Baltimore 7, Maryland, has been appointed a dealer for the Disston line of power driven chain saws. The announcement was made by Jacob S. Disston, Jr., president of the century-old firm at its main office in Philadelphia, Pa.

The Baltimore firm will stock both the 12 horsepower two-man saw, and 3.5 horsepower DO-101 one-man saw and a complete stock of parts. Chain saws, powered by gasoline engines, have been

finding increasing favor with farmers and woodsmen as an aid in harvesting timber.

In addition, the Baltimore firm will maintain a complete service shop with special equipment for the repair and sharpening of chain saws. The shop will be staffed by competent mechanics and stocked with necessary chain saw parts.

* * *

Changes in Carpet Division sales personnel in the Atlanta and Baltimore territories of Alexander Smith, Inc., were announced recently by Joseph R. Flale, general sales manager of the Division. All of the changes are effective immediately.

H. Clay Pearson, formerly district manager for the Atlanta territory has resigned. **C. Oscar Long, Jr.**, formerly branch manager of the Silver Spring, Maryland, office will become Atlanta district manager to fill the vacancy created by Mr. Pearson's resignation.

Whitney B. Garrett, formerly a member of the sales force of the Baltimore office, has been appointed branch manager for Silver Spring. His place on the Baltimore staff will be taken by **Myles R. McComas** who has held the positions of Baltimore office manager and warehouse superintendent.

* * *

The naming of **P. Jennings White** as Superintendent of the Greer Plant of Victor Monaghan Company, Division of J. P. Stevens & Co., Inc., Greer, S. C., was announced recently by D. C. Turrentine, Jr., General Manager. This appointment was effective as of November 5. Mr. White succeeds **H. P. Glenn** who resigned recently.

For the past two years Mr. White has been Overseer of Carding at Dunean Mills, Greenville, S. C., another division of the Stevens Company.

Mr. White began his textile career in 1935, at that time serving in the Cloth Room at Dunean Mills, then in the Central Grading Department, and from there, the Cloth Room at Watts Mills, Laurens, S. C. The next four years found the new Superintendent of the Greer Plant in the Armed Services of his country in the Marine Corps. After his discharge from the Marines he attended Clemson College for three years and upon graduation continued his textile activities at the Monaghan Plant of the Victor Monaghan Company.

* * *

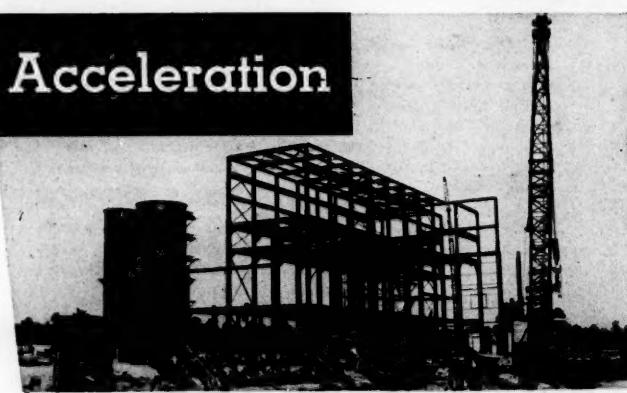
Appointment of **Robert E. Boak** as southwestern district sales manager for the Apex Electrical Manufacturing Company has been announced by A. C. Scott, vice president in charge of sales.

In his new assignment, Mr. Boak will be in charge of distribution in Arkansas, Louisiana, Oklahoma and Texas. His headquarters will be in Dallas, Texas.

Mr. Boak has been Cleveland district manager for Apex since 1949. Prior to that time, he was in the Apex sales promotion department.

He attended Ohio University and Cleveland College and, during World War II, served six years as an Army Air Force pilot, attaining the rank of Major.

Acceleration



Where speed in plant expansion is essential at no sacrifice in total efficiency, Ingalls offers convenient one-source assistance on any steel fabricating project. Paper, textile and sugar mills, assembly plants, factories—if fabricated steel or tanks are required, if speed is of the essence, Ingalls' capacity to complete difficult and unusual jobs on schedule is at your command.

The Ingalls Iron Works Company

BIRMINGHAM, ALABAMA

SALES OFFICES: NEW YORK, CHICAGO, PITTSBURGH

Republic Names Boyer, Whitaker Assistant Treasurers

The appointment of Willis B. Boyer and Clyde L. Whitaker as assistant treasurers of Republic Steel Corporation has been announced by W. W. Hancock, vice president in charge of finance.

Mr. Boyer is a graduate of Mercersburg Academy, Mercersburg, Pa., and attended Lafayette College, Easton, Pa. He went to work for Republic first in 1937 as a clerk in the 98" cold strip mill of the Cleveland steel plant. He was advanced to a foreman capacity and during the war was transferred to work relating to the Defense Plants Corporation accounting relationships with Republic. He has been employed in the treasury department as assistant to the treasurer since shortly after the end of the war. He has also been active in the Cleveland Community Fund as a captain in Division "A."

Mr. Whitaker has been associated with Republic and predecessor companies for 33 years. He held the position of assistant treasurer of Steel & Tubes, Inc., Cleveland, at the time that company became part of the merger which led to the formation of Republic Steel in 1930. For a period Steel & Tubes, Inc., remained a Republic subsidiary, during which time he continued in the capacity of assistant treasurer. Later the subsidiary relationship was dissolved and Steel & Tubes became a division of Republic. Mr. Whitaker then assumed the position of credit and claim manager for the division. He was appointed assistant credit manager for Republic in June, 1940, and held the position up to the time of his current promotion.

New Orleans Port Board Names Lewis, Assistant to Gen'l Mgr.

Captain Thomas L. Lewis, USN (Retired), present chief of staff at Eighth Naval District Headquarters in New Orleans, has been appointed assistant to the general manager of the Board of Commissioners of the Port of New Orleans effective November 12.

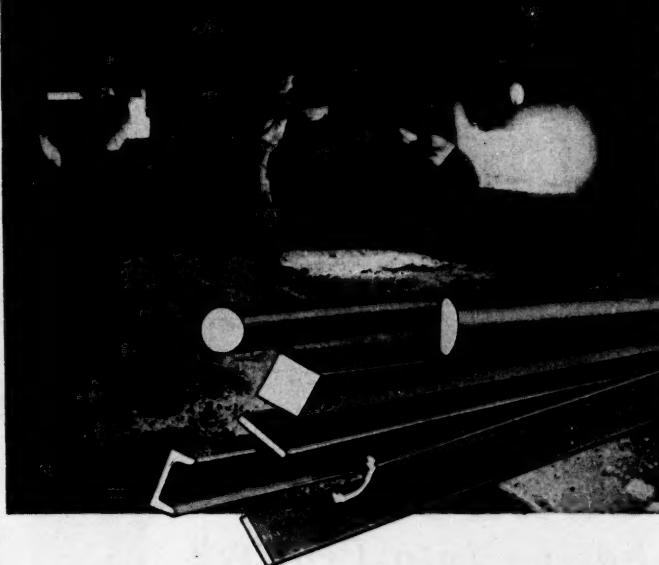
This was announced November 4 by H. A. Sawyer, president of the board. Lewis was put on the navy's retirement list on June 30, 1951, but was directed to continue on active duty as chief of staff. His duty will end November 10.

Lewis is a native Louisianian, born in Amite, and attended Louisiana State University for one year before entering the U. S. Naval Academy at Annapolis.

He has been stationed at the port of New Orleans since 1946, when he was appointed as assistant chief of staff for personnel and administration to Rear Admiral L. F. Riebsnider. He succeeded Riebsnider as commandant in December, 1949. He again assumed the position of chief of staff to Rear Admiral W. K. Phillips June 15, 1950. He continued in the post under Rear Admiral T. G. W. Settle, present commandant.

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DIXISTEEL BARS AND SHAPES are quality-controlled



At each step of operation—from the initial charge for the open-hearth furnace to the finished hot-rolled bar or special shape—the quality of DIXISTEEL products is carefully controlled . . . checked and re-checked in our own fully equipped laboratories.

This never-ending effort to maintain high quality has contributed greatly to the progress of Atlantic Steel Company throughout its fifty years of operation.

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WIRE—NAILS, RIVETS, STAPLES—FENCE AND BARBED WIRE—
FORGINGS AND STAMPINGS.



Libbey Owens Ford Makes First Fiber Glass in West Va.

First fiber glass was produced here on November 16 by the new Fiber Glass Division of Libbey-Owens-Ford Glass Company in a plant on which reconstruction operations started last March, it was announced by G. P. MacNichol, Jr., vice president.

"The first output of this plant is destined for the United States Navy on a contract issued shortly after the work on the plant began," said Mr. MacNichol. "This is superfine 'A' fiber used for flotation purposes."

There are 160 employees on the Fiber

Glass Division payroll, with half of them now in training for their new duties, and more being added each day.

D. L. McClure, factory manager, said the first glass melting operations began here on Nov. 4 when a marble furnace was put into operation. Glass is manufactured into marbles to be fed into the small melting units for production of continuous glass fibers used in textile products. The marble production step provides accurate control of quality of the glass. First textile fibers are scheduled to be drawn here about Dec. 1.

Mr. McClure explained that the making of the superfine fiber glass is different in that the fibers are drawn directly from a glass tank, attenuated, and then

routed to a conveyor system where they are made into mat form for application to specific uses and for packaging.

First operations of the plant got off to schedule and additional machines will be put into production as rapidly as possible, he said. A unit for production of superfine fibers for automotive, aircraft, refrigeration, and other industries is scheduled to start on Dec. 15.

The Navy has set up an inspection office in Parkersburg to expedite the shipment of the finished fiber glass product. It is a branch of the Huntington, W. Va., office.

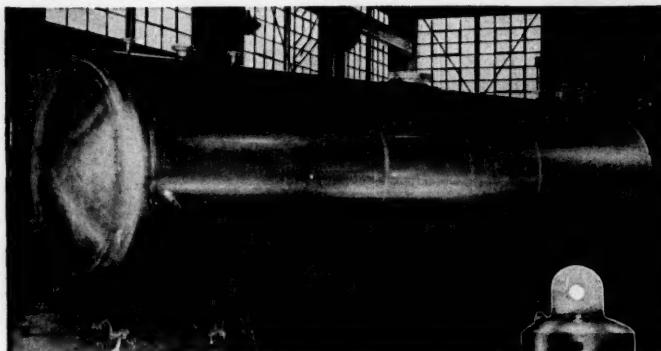
Luscombe Names L. H. Bender Sup't Manufacturing Control

L. H. Bender, previously general supervisor—manufacturing control, has been named superintendent of manufacturing control and contract administration for Luscombe Airplane Corporation, H. L. Howard, Luscombe president, announced.

Mr. Bender got his start in the industry as machinist for Curtiss Airplane and Motor Corp., Buffalo, N. Y. He remained with Curtiss until 1930 when he joined Consolidated Airplane Corp., in Buffalo. In 1936 he moved to San Diego, California, with Consolidated as production planning supervisor, and in 1941 was transferred to Convair, Fort Worth, as coordinator of operations, later rising to assistant works manager.

He left Convair early in 1944 to become plant manager of the Guiberson Aircraft and Heater Division in Dallas. In 1945 he joined Globe Aircraft Corp., Fort Worth, as production superintendent, remaining until May 1947 when he joined TEMCO as service supervisor.

In May 1948 he was advanced to assistant sales manager, personal planes, and in December 1950 he was transferred to Luscombe as general supervisor—manufacturing control.



CORROSION Eating into Profits?

Above: 12,000 gallon storage tank for corrosive liquids, 96" dia., 34' 2" long, 13/16" shell, 1" ASME F & D Head.
Right: Measuring tank for nitrogen solutions. Both manufactured from Alcoa Aluminum, for use in chemical and fertilizer industries.

Others beat it . . . So can You!

You can beat corrosive action in your plant. For hundreds of industries throughout the nation,

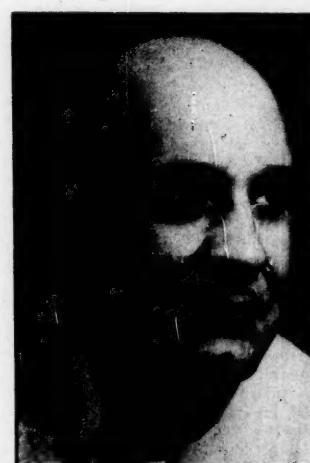
J. J. Finnigan Company is fabricating tanks and pressure vessels utilizing strong, long-wearing, corrosion-resistant Alcoa Aluminum, or carbon steel. All equipment conforms strictly to the A.S.M.E. Code for unfired pressure vessels. Write for details on applications in your plant.



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MAKING SHAPES FROM BOILER PLATE SINCE 1888



L. H. Bender

FINANCIAL NOTES

Mathieson Chemical Corp. has filed a registration statement with the SEC covering 180,000 shares of convertible preferred stock, \$100 par value.

The stock is to be offered for public sale through an underwriting group headed by Dillon Read & Co., Inc., and Stone & Webster Securities Corp. Public offering price and underwriting terms, as well as the conversion price, are to be supplied by amendment.

Directors of the **City National Bank** of Houston, Texas, voted recently to recommend to stockholders an increase in the bank's capitalization from \$10,000,000 to \$15,000,000, according to an announcement by James A. Elkins, Jr., the bank's president.

Rapid growth of Houston and its trade area, development of the region's natural resources and an influx of new firms have created a greater need for banking facilities and credit, according to Mr. Elkins.

The plan approved by the Board calls for increasing both surplus and capital stock from \$5,000,000 to \$7,500,000 each.

C. A. Howe, president of **Hills-McCanna Company**, Chicago manufacturers, recently announced that as of November 8 the company acquired a substantial financial interest in **Air Conversion Re-**

search Corp., also of Chicago, makers of Pur-O-Lubers, Pur-O-Fiers and similar equipment used extensively for compressed air applications.

Record net sales of more than \$228,000,000 for the 1951 fiscal year ending October 31 were announced by Dwight P. Joyce, president of the **Gildden Co.**

Mr. Joyce also announced that the directors of the company had declared a regular dividend of fifty cents a share on common stock and an extra twenty-five cents per share, both payable January 2 to stockholders of record December 3.

United States Plywood Corp. reports that its net profit for the six months ending October 31, 1951, including its equity in earnings of companies not consolidated, amounted to \$3,566,300, after estimated income taxes of \$5,157,300. The net profit was equal, after preferred dividends, to \$2.17 per share on 1,581,384 common shares outstanding. This compares with \$3.07 per share on 1,438,935 shares for the same period in 1950. Consolidated sales for the six months were \$57,799,000, as compared with \$50,597,000 a year ago.

Goodyear Tire and Rubber Co. declared an extra dividend of 50 cents on

its common stock, payable December 24 to holders of record December 13. This is equivalent on present share basis to the year-end extra of \$1 paid last year.

Thermoid Co., voted the usual quarterly dividend of 20 cents and an extra of 15 cents on the common payable December 31 to holders of record December 18. Payments for 1951 will total 90 cents compared with 60 cents in 1950.

Seaboard Air Lines Railroad Company declared a quarterly dividend of \$1.25 on the common payable December 27 to stock of record December 14. The company paid \$1 in previous quarters this year. In 1950 it paid 50 cents in March and June and 75 cents in September and December. The company also paid 50 cents extra in December 1950.

J. C. Penny Company ordered an extra of \$1.25 and the usual quarterly dividend of 50 cents on the common, both payable January 2 to holders of record December 14. The company paid an extra of \$1.50 in January 1951.

Fairbanks Morse & Co., subject to stockholder approval, said the proposed two-for-one split of the common stock will be payable December 21 to stock of record December 14.

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Georgia Marble Acquires Rockwood Limestone Properties

James R. Cowan, president of the Georgia Marble Company announces the purchase by its subsidiary the Alabama Limestone Company of the entire physical assets of the Rockwood Alabama Stone Company.

Acquisition of these vast holdings is a move in expansion on the part of Georgia Marble and is in line with a long recognized need in its expanding business for both marble and limestone quarries and complete manufacturing facilities for fine structural work and other uses.

The acquired Rockwood quarries and facilities are located in Franklin County, Alabama, approximately 25 miles south of Muscle Shoals and connected with the mail line of the Southern Railway fed by company locomotives on company trackage.

The fabricating facilities consist of two main modernly equipped fabricating mills, together with a complete rock crushing plant.

On the 1700 acres acquired are the two principal quarry areas which have a record of delivering extremely fine limestone of the hard, dense, oolitic type. Rockwood quarries have been in operation since 1884 and estimates of the stone available run to approximately 850 million cubic feet.

Gardner W. Putney, formerly connected in an executive capacity with Georgia Marble has been appointed general manager of the Alabama Limestone Company and has moved to Rockwood, Alabama.

In addition to James R. Cowan, president, officers of the Alabama Limestone Company are: S. E. Hyatt, vice president, William L. Vance, Jr., vice president, Granger Hansell, secretary and R. C. Sibley, Jr., assistant secretary and treasurer, all of whom are officials of the Georgia Marble parent company, with the exception of Mr. Sibley who joins the new organization from the Rockwood Company where he has been employed for a great many years in an executive capacity.

Dallas Office Established By Merritt-Chapman & Scott

Merritt-Chapman & Scott Corporation announced, on Nov. 26th, the establishment of an office at Dallas, Texas, to serve as headquarters for the 91-year-old company's construction activities in the Southwest and Gulf Coast areas.

The new Merritt-Chapman & Scott office, at 704 Kirby Building, Dallas, will be headed by J. B. Allinson, whose appointment as M-C&S's regional representative in the Southwest was simultaneously announced in New York by Ralph E. De-

Simone, executive vice president and general manager of the company. Mr. Allinson is a resident of Dallas and before joining Merritt-Chapman & Scott had been active in a wide field of construction operations for the past ten years, most of them in the Southwest.

Mr. DeSimone said that establishment of the Dallas office marked a move by Merritt-Chapman & Scott to further operations in an area which has proved an expanding source of work in the company's fields of industrial, building, heavy and marine construction. Founded in 1860, Merritt-Chapman & Scott maintains headquarter offices at New York and currently has branch offices at Cleveland, Ohio; New London, Conn.; and Boston, Mass. In addition to its diversified construction operations throughout the United States and abroad, the company is active in the fields of marine salvage and derrick heavy hoisting.

Mr. Allinson, who will now represent Merritt-Chapman & Scott from its Dallas office, lives at 6614 Bandera Avenue, Dallas. Before joining M-C&S, he was until recently a vice president of Wyatt C. Hedrick, Inc., architects and engineers with offices at Dallas, Fort Worth and Houston, Texas. Previously, he served four years as Houston district manager for the Refinery Maintenance Company of Los Angeles, Calif., a company engaged in industrial and engineering construction work.



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Pulpwood Conservation Ass'n Has Rolling Forestry School

Tree growers are getting their conservation information these days in a new capsule introduced by the Southern Pulpwood Conservation Association.

The innovation consists of a specially constructed trailer housing two large and one small diorama displays and a decorative flow chart showing the conversion of trees to paper, with illustrations of major paper uses. The unit was planned and built over a period of two years at a cost of approximately \$10,000.

Miniature trees, woods workers and their tools, farms and buildings, and even a pocket-size mechanical tree planter, supplemented by color transparencies, realistically demonstrate both good and bad forest practices.

"Through this new informational medium," explained H. J. Malsberger, Southern Pulpwood Conservation Association forester, "we have graphically demonstrated the same principles taught through on-the-ground forestry demonstrations with the advantage of taking the message to the people."

About 73 per cent of the South's forest lands are controlled by small landowners who can increase their forest income three to four times by applying these simple measures in the management of their tree crops."

Design and construction of the dioramas was handled by H. B. Wright, Shreveport, Louisiana, curator of the



Louisiana State Museum, who has had 32 years' experience in making miniature museum groups, including the construction of the Ford and Sears displays at the Chicago Century of Progress.

Scenes in the two large dioramas—each 11-feet long, 4-feet deep and 5-feet high—depict the various forestry practices.

One fine stand of timber is being wisely harvested for poles, sawlogs and pulpwood. The neighbor's timber across the fence has been ruthlessly clear-cut and

the resulting destruction is obvious.

Another scene shows the damage wrought by wild fire, insects and disease.

Alongside a properly thinned young stand of trees, two farmers are operating a tree-planting machine in an old field no longer suited for row crops. In the background may be seen a well managed forest.

The third diorama pictures a portion of a pulp mill silhouetted against the sky, with pulpwood being delivered to the woodyard by truck and rail.



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BUSINESS NOTES

All sales activities of the Du Pont Company's Organic Chemicals Department were brought under one general director on December 1, with Douglas C. Newman taking over the new position. He moves up from sales director of the Dyestuffs division.

Effective the same date, Dr. Miles A. Dahlem became director of sales, dyestuffs division, and Gordon M. Markle, director of sales, fine chemicals division. H. J. Sweeney was appointed director of sales of the export division, and J. Preston Wills, manager of export sales. The export business of the entire department is now in one sales division for the first time.

National Gypsum Co. has appointed Frank D. Davis to fill the public relations manager's position vacated by David A. White, Jr., now on active duty with the U. S. Air Force, according to Dean D. Crandell, vice president in charge of sales. Mr. Davis will be located at the company's Buffalo executive offices.

Prior to joining National Gypsum, Mr. Davis was public relations director for Davis and Elkins College, Elkins, West Virginia.

Mr. David Lipsky, president of Ajax Electric Motors Corp., Rochester, N. Y., has announced the new location of the firm in their old building at 1138 Mt. Hope Ave. It is expected that expanded facilities and increased inventory will permit immediate delivery of most items.

Robert L. Logan has been appointed process engineer for the engineering division of International Minerals and Chemical Corporation. Mr. Logan will be

responsible for the chemical engineering phase of Engineering Division assignments. His activities will be coordinated with research and development projects of the corporation and he will report to Mr. Ware, chief engineer.

The Chicago District office of the Emerson Electric Manufacturing Co. has recently moved to larger quarters. The new location is 1623-25 South Pulaski Road, Chicago 23, Ill. All warehouse and office operations are consolidated in the new and larger quarters and facilitate delivery and shipment of fans and motors. Mr. T. J. Egan continues as Chicago District Manager.

The executive offices and laboratory of the General Box Co. were moved from 500 North Dearborn Street, Chicago, to a modern building in Des Plaines, Ill., on November 26. Direct phone lines to Chicago are being maintained by the company for the convenience of Chicago suppliers. The new building houses only offices and labs. No manufacturing will be done on this site. All manufacturing operations are carried on in ten cities east of the Rockies.

Donald F. Morris of Chillicothe, Ohio has been appointed vice president in charge of operations for the Mead Corporation, it was announced recently by C. R. Van de Carr, Jr., Mead President. He succeeds Howard E. Whitaker who became executive vice president in April 1951.

Mr. Morris, vice president for procurement since 1949, will continue as executive head of the company's purchasing staff. He has been with Mead for 27 years. Mead's pulp, paper, board and

other operations are located in Ohio, Tennessee, Michigan, Massachusetts, Pennsylvania, Virginia, North Carolina and Georgia.

The appointment of L. I. (Roy) Barker as Cleveland District sales manager for Republic Steel Corporation has been announced by J. M. Schlendorf, vice president in charge of sales, effective immediately. Mr. Barker replaces Paul R. Johnston who has resigned to devote his time to personal interests.

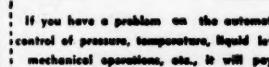
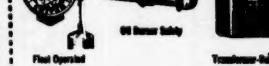
Mr. Barker has been in the Republic organization for more than 20 years.

The Hajoca Corporation of Philadelphia, Pa., manufacturers and wholesalers of plumbing and heating equipment, has been named a distributor of Uskon electrical radiant heating panels manufactured by the United States Rubber Co., it was announced jointly recently by the two companies.

The Hajoca Corporation, with 33 distributing branches located in nine states along the eastern seaboard, becomes the first supplier of plumbing and heating contractors to handle the unique system of electrical radiant heat. Hajoca also recently announced the opening of a new display room in Baltimore, Md. at 2740 Loch Raven Road, under the management of J. F. Nickles.

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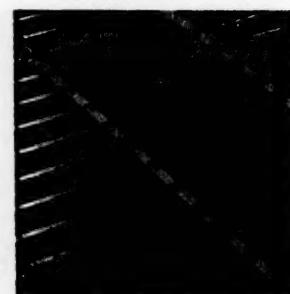
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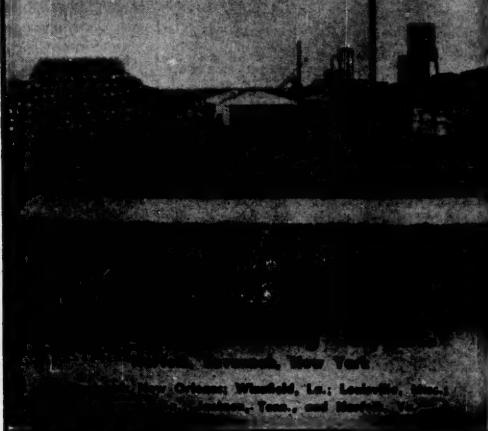
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PROPOSALS

BIDS Dec. 21

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BASCULE SPAN
63RD STREET BRIDGE**

NOTICE TO CONTRACTORS
OFFICE OF THE CITY ENGINEER

Miami Beach, Florida
December 4, 1951

Sealed proposals will be received at the above office until 10:30 A. M. on the 21st day of December, 1951, for furnishing materials, fabricating, shop and field painting, delivering, erecting and installing the superstructure of the bascule span of the 63rd Street Bridge, complete with all structural, mechanical and electrical installations and equipment, and all adjustments as may be necessary to place the span in first-class operating condition.

All work is to be done in accordance with the Plans, Definitions, General Provisions, Special Provisions, Specifications, and Proposal and Contract of the City of Miami Beach.

A certified check or bid bond in the amount of five per cent of the total amount of the Proposal, and made payable to the City Clerk must accompany each proposal.

Plans and Specifications are on file, and may be examined at this office, and may be secured upon application to this office.

The right is observed to reject any or all bids.

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(Signed) C. W. Tomlinson
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Olin Industries, Frost Lumber To Consolidate Operations

Olin Industries, Inc., East Alton, Illinois, and Frost Lumber Industries, Inc., Shreveport, Louisiana, have agreed upon a plan to consolidate their businesses and properties, it was announced jointly December 3rd, by their respective presidents, John M. Olin and Frank T. Whited.

Frost stockholders have been asked to approve an exchange of their company's assets for Olin capital stock. Frost Lumber Industries, with timberlands, sawmills, railroads, and oil and gas properties in Louisiana, Arkansas and Texas, will continue operations under its present management as a division of Olin.

The acquisition will provide Olin with 450,000 acres of heavily forested land which is more than sufficient to support, on a perpetual yield basis, the nitrating and dissolving wood pulp mill which Olin plans to construct.

In announcing the plan, Mr. Olin stated that the consolidation "would give Olin Industries an assured source of pulpwood for the proposed pulp mill, which in turn would contribute to Government requirements for nitrating pulp and also provide raw material for Olin's future expansion in the cellophane industry." Cellophane is a vital food packaging material now in critically short supply.

Upon consummation of the plan for consolidation, Frost will distribute to its stockholders sixteen and one-half shares of new Olin Industries common stock, following a three-for-one split, for each of the 59,424 shares of Frost stock in the hands of the public.

Olin Industries, Inc., and its divisions, subsidiaries and affiliates manufacture Western-Winchester arms and ammunition; Western and Equitable industrial explosives; Western brass and fabricated products; dry cell batteries, flashlights, film, fine papers and cellophane.

NEW PLANTS

(Continued from page 16)

VICTORIA—Central Power & Light Co., proposes new plant.

VICTORIA—Groce-Wearden Co. plan 1-story office building, cost approx. \$75,000.

VICTORIA, R. W. Hill Co., plans addition and alterations to business buildings, 210 S. Main St. Jordan C. Ault & Assocs., 604 P. Goodwin Ave., Archt.

WICHITA FALLS—August Moeller, August's Pie Shop, 1500 N. 6th St., plans bakery addition and remodeling.

VIRGINIA

VIRGINIA—Among the coal mining projects authorized by Defense Solid Fuels Administration are: Western-Knapp Engineering Co., Dorchester, tipple, \$223,457; Blackwood Fuel Co., Inc., Pardee, shop addition, \$20,200; Laurel Creek Coal Co., Company, tipple, \$35,000.

RICHMOND—A. H. Robins Co., E. Clairborne Robins Pres. acquired site for proposed \$1,000,000 plus pharmaceutical manufacturing plant.

ROANOKE—The Norfolk & Western Railway Co. to construct 15 modern coal-burning steam switching locomotives, est. cost \$1,450,000.

WEST VIRGINIA

WEST VIRGINIA—Among the coal mining projects authorized by Defense Solid Fuels Administration are: Valley Camp Coal, Elm Grove, Triadelphia and Ward, \$1,160,866; Boone County Coal, Sharples, \$210,591; New River & Pocahontas, Berwind, \$142,970; Buckeye Coal and Coke, Freeman, \$140,000; Fregon Coal, Morgantown, \$2,408,918; Traux-Traet Coal, Kayford and Ceredo, \$1,089,919; Peerless Coal and Coke, Vivian, \$295,782; U. S. Steel, Gary, Wilco, Ream and Munson, \$509,500; Lamar Colliery, Hernando, \$1,360; Monongahela Colliery, Enterprise, \$2,500,000; Carbon Fuel, Carbon, \$23,700; Windsor Power House, Coal, Windsor Heights, \$15,000; Eastern Gas & Fuel, Keystone, \$1,500,000; Red Jacket Coal, Red Jacket, \$756,173; Bethlehem Collieries, Centenary and Barrackville, \$1,225,000; Jamison Coal, Farmington, \$3,500,000; Christopher Fuel, Morgantown, \$130,000; Peters Creek Coal, Somerville, \$80,000; and Preston County, Coke, \$2,600.

FOLLANSBEE—Follansbee Steel Corp. granted certificate of necessity for approx. \$33,000,000 for proposed expansion program.

ALBRIGHT—Monongahela Power Co., A. C. Spurr, Pres. plans third generating unit of power plant, cost \$17,000,000.

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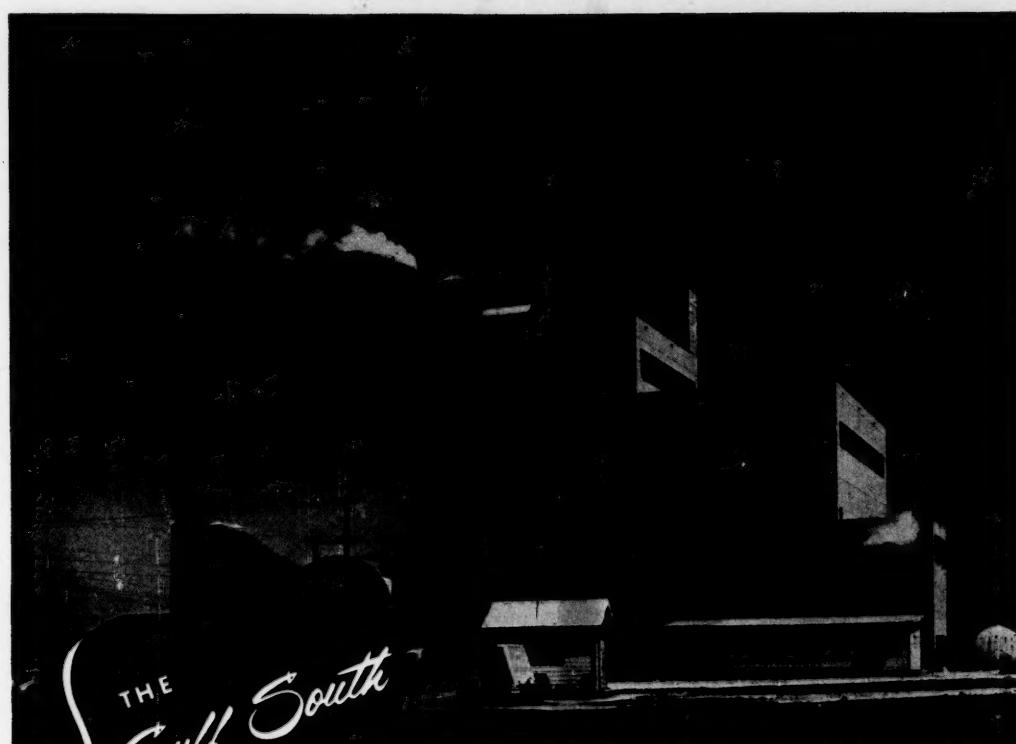
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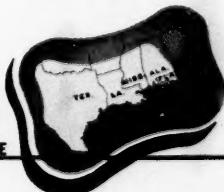
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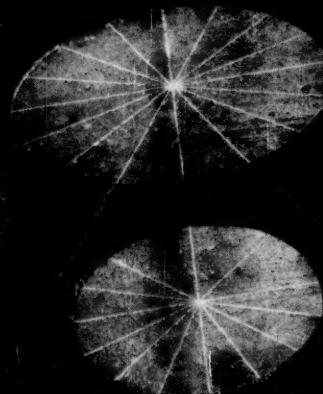
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